The City of Edmonton

Downtown Area Redevelopment Plan Bylaw

Consolidated Edition. December, 1985

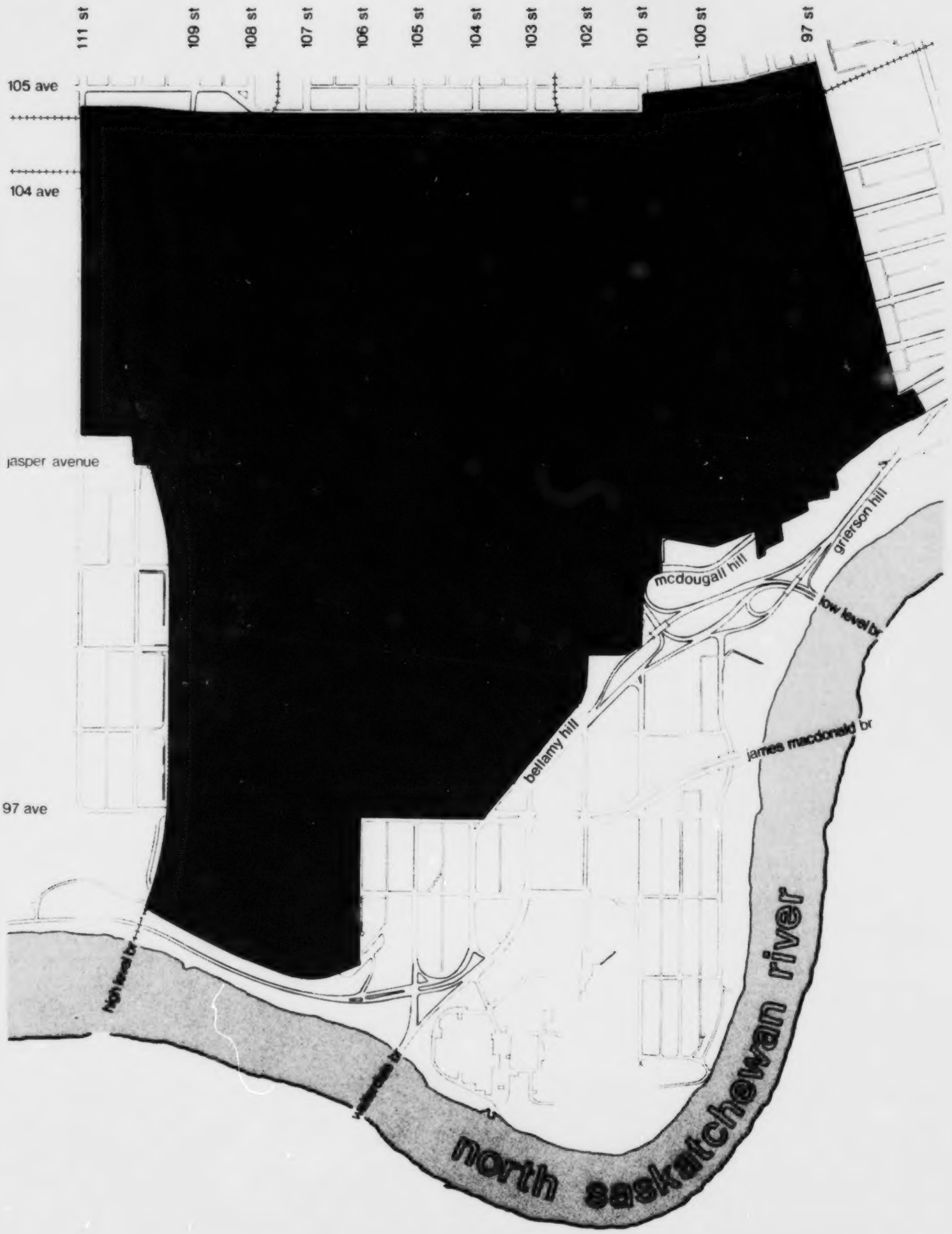
DOWNTOWN AREA REDEVELOPMENT PLAN BYLAW

BYLAW NO. 6477 (as Amended) was adopted by The Municipal Council of the City of Edmonton, November 24, 1981

The following amending Bylaws have been subsequently added to the text of Bylaw 6477, Appendix I

1)	Bylaw #7404	Adopted by City Council February 28, 1984
2)	Bylaw #7430	Adopted by City Council January 24, 1984
3)	Bylaw #7801	Adopted by City Council August 13, 1985

Consolidated December, 1985.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97 ave
mcdougall hill
grierson hill
low level br
james macdonald br
bellamy hill
high level br
north saskatchewan river

SCHEDULE A
Boundary

■ Boundary

The boundaries of the Downtown Area Redevelopment Plan, as shown on Schedule A, are described in a clockwise manner, as the following: starting at 97 Avenue, north along the western boundary of the CPR railway lands, north along 111 Street, east along the northern boundary of the CNR railway lands, south along 97 Street, east along Jasper Avenue, south along the eastern boundary of the Convention Centre site, west along the top of the bank of the River Valley, north along 100 Street, west along Macdonald Drive, south along 101 Street, west along 99 Avenue, south along Bellamy Hill Road, west along 97 Avenue, south along 106 Street, west and north of and parallel to River Valley Road, to the point of commencement at the CPR railway lands. Where the boundary line follows streets, it shall be deemed to follow the centre lines thereof.

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PREFACE

Authority for Plan Preparation

City Council designated Downtown as a redevelopment area in October 1978, providing the mandate for the preparation of the *Downtown Area Redevelopment Plan Bylaw*.

Planning Framework

As a requirement of the *Planning Act, 1977*, Council may, by bylaw, designate an area of the municipality as a redevelopment area and adopt a plan for that area known as an Area Redevelopment Plan.

An Area Redevelopment Plan, conforming with the *Land Use Bylaw* and any other statutory plans affecting the area includes: the objectives of the Plan, a description of the proposed land uses, public roadways, public utilities and other services, the location of reserve land, and a description of recreational and school facilities that are likely to be required. The Act also states that a redevelopment levy may be imposed and the Plan shall describe proposals for acquisition of land or any other proposals that Council considers necessary.

The *Downtown Area Redevelopment Plan Bylaw* is an adjunct to the *General Municipal Plan*, to which it must conform. It is designed as a means to achieve the orderly redevelopment of, and general improvement to the Downtown in accordance with the *Planning Act, 1977*. The *Downtown Area Redevelopment Plan Bylaw* also relates to the *Land Use Bylaw*. The *Land Use Bylaw*, although it is a tool to implement the general objectives and policies of the *General Municipal Plan*, is basically concerned with quantifiable requirements such as densities and types of land uses. Parts of the *Downtown Area Redevelopment Plan Bylaw* will be implemented through amendments to the *Land Use Bylaw*.

Planning Process

The Plan was developed over an approximate two-year period and involved five stages of planning activity: Plan Initiation which set the terms of reference; Data Base and Analysis which involved the collection and analysis of information; Alternative Strategies where scenarios were developed for growth and development in Downtown; Plan Formulation which synthesized the strategies and co-ordinated the information to a Draft Plan stage; and finally a Public Communication Program of four months that contained detailed presentations, briefs, responses, and discussions with developers, landowners, other interest groups and the general public.

During these stages, Working Papers of specific topics were released for Civic Administration, private, and public comment.

The planning process was co-ordinated with the Civic Plans in progress, especially the *General Municipal Plan*, the *Transportation Systems Plan*, the Community Plans for areas adjacent to Downtown, and the business and public plans from outside interest groups.

Structure of Plan Documents

This document is the *Downtown Area Redevelopment Plan Bylaw*. It is supported by a document which related to the original draft of the Downtown Plan entitled the *Background Information Report*. A series of Working Papers have also been completed during the preparation of the Plan, and these are listed in Chapter 5 of the Background Information Report. The *Draft Downtown Area Redevelopment Plan Bylaw* consists of the required enabling introductory legislation, a map of the Plan area, and the Appendix containing the following five parts:

Part I is the Introduction containing the definition of terms used in the Plan, and the basic planning strategies to accommodate future growth in the Downtown.

Part II is entitled Plan Objectives. This part sets out briefly and concisely the objectives and policies of the City which are designed to manage the growth and form of Downtown Edmonton. The background and explanation for each of the Plan Objectives is presented in Chapter 4 of the *Background Information Report*.

Part III is called Plan Proposals. These Proposals are based on the Plan Objectives and explain in detail, how the Objectives should be implemented. The Proposals also form the basis for the Character Area Regulations in the Downtown found in Part IV of this Bylaw.

Part IV Character Area Regulations present the regulations that will be found in the *Land Use Bylaw*, and reflect both the Plan Objectives and Plan Proposals of the *Downtown Area Redevelopment Plan Bylaw*.

Part V Implementation describes how the Objectives, Proposals and Regulations are to be undertaken.

The detailed *Background Information Report* contains five supportive sections to the Bylaw: an introduction, a description of the role of the Downtown, a discussion on growth and development prospects, the rationale employed to formulate the Plan Objectives, Plan Proposals, and Character Area Regulations contained in the Bylaw.

When reading this Bylaw it should be noted that the terms 'The Plan' or 'Downtown Plan' throughout the text refer to the *Downtown Area Redevelopment Plan Bylaw*, and that the sketches and pictures presented are representative suggestions to clarify the written text.

BACKGROUND

Edmonton's Downtown serves as a major centre of commerce, providing a wide diversity of business, retail, educational, entertainment and recreational functions for the surrounding region. Downtown has undergone rapid growth and this trend is expected to continue.

During the past five years, there has been substantial construction of new office, retail, and residential space in Edmonton. Downtown Edmonton has grown rapidly, and currently has 75% of the sub-regional office space and 25% of the sub-regional retail space. Residential development in Downtown has been minimal, in comparison to residential development in the whole of Edmonton.

The strength of the economy is expected to continue. Downtown is expected to continue to absorb greater than 50% of the City's annual office growth, and 15% of the annual sub-regional retail growth. Residential development in the next 15 years is projected to be approximately 5,000 new units, although the potential exists for as many as 12,000 new units.

The *Downtown Area Redevelopment Plan* is a compendium of various planning considerations. In particular, it stresses two factors: quantity and quality, specifically the need to accommodate the future growth in Downtown, and the desire to create a mixed-use environment that is pleasant to live in, work in, and visit. It is therefore proposed that Downtown contain a diverse range of land uses including residential, residential-related, commercial, basic service and community, educational, recreational, and cultural use classes. It is proposed that the Downtown Plan encourage this mix of land uses through orderly development that does not exert undue pressure on the transportation network. This can be accomplished by developing balanced growth in the Downtown and the City as a whole, as enunciated by the Council in the approved *General Municipal Plan* strategies.

The *General Municipal Plan* in its Preamble provides eighteen strategies for growth and development of the City. Of these, seven strategies are directly applicable to the planning of Downtown and provide the basic premises of the *Downtown Plan*:

a. "A viable strong Downtown to be retained and developed"

b. "Accommodating whatever growth is attracted to the City"

c. "Increasing compactness of residential development"

d. "Office decentralization to Town Centres, LRT stations and other selected locations, along major transportation routes"

e. "A strong emphasis on the public transit component of the Transportation System"

f. "A Downtown Parking Policy to encourage and support a viable Downtown"

g. "Priority upon improving the quality of the environment, especially necessary given the increased compactness of development, through an emphasis on urban design, historical preservation, parks development, and a social development strategy"

The *Downtown Plan* attempts to achieve the policy of retaining and further developing a viable strong Downtown by addressing the other six policy directives in the form of specific proposals, guidelines, and regulations.

The Plan ensures that Downtown will be able to accommodate the projected growth in office space, in order to maintain and strengthen the role of the Downtown as the economic centre of the region.

The Plan aims to increase the amount of housing in Downtown by providing incentives, guidelines, and regulations. The intent behind this policy is to increase the diversity of land uses, and thereby to ensure that the vitality of the Downtown is maintained and enhanced as a place to work and live.

The policy of increasing the compactness of residential development relates closely to a public transit emphasis in the transportation strategy, which this Plan promotes. Increased densities raise the threshold population for ridership of the system, and increases the efficiency with which improved levels of service can be provided.

The Plan addresses the policy of office decentralization via the policies proposed for transportation. These are outlined below. The intent of this policy is to achieve balanced growth throughout Downtown and the City, better accessibility, and more efficient use of the transportation facilities.

The emphasis of the transportation policy for the Downtown is to promote the use of public transit. Components of the growth strategy - such as maintenance of a strong and viable Downtown, decentralization of office space to major transit corridors, and augmentation of the compactness of residential development - are all dependent upon, and supportive of, a transportation strategy emphasizing public transit. A public transit system focusing on Downtown should continue to bring workers into the central core, lessening the extent of vehicular traffic congestion and the demand for parking.

Furthermore, a well-developed transit system will assist in attracting office space to decentralized locations. Once there, these uses should help to reinforce the transportation system. By locating trip-generating land uses in the vicinity of the City's transportation system, there will be even further justification for the timely expansion of the City's LRT System.

The Plan establishes parking policies for Downtown. These policies are an important part of the transportation strategy, since parking management policies are significantly related to the maintenance of a strong and viable Downtown. Such policies affect travel behaviour, particularly in favour of transit and thereby reduce the adverse impacts of high traffic volumes. The intent of the parking strategy is to discourage an increase in occupancy of parking spaces by workers in the central core, in order to encourage the use of transit by these workers and to encourage short- term parking for shoppers. As indicated by the *General Municipal Plan*, in the outlying areas, the provision for park-and-ride should be carefully considered to provide for suburban commuters and residents of areas which are not fully served by transit.

Finally, the Plan seeks to improve the quality of the Downtown environment through an emphasis on urban design, historical preservation and parks and open space development. Various means are introduced to achieve this goal so as to create a more comfortable, enjoyable, efficient and attractive city environment.

Appendix 1 to Bylaw No. 6477

1. DEFINITIONS OF TERMS USED IN PLAN

The following are planning terms that occur throughout the *Downtown Area Redevelopment Plan Bylaw*. For clarification, these terms are defined:

Access Points

in the Pedestrian Circulation System are:

a. elements connecting pedestrian thoroughfares,
b. entrances to grade separated crossings,
c. emergency exits,
d. entrances to and from activity areas, and
e. service access points.

Amenity Area

is required space in any development, provided and designed for the active or passive recreation and enjoyment which may be for private or communal use and is owned individually or in common, subject to the regulations of the *Land Use Bylaw*.

For the purposes of the Downtown Plan, the Amenity Areas that will be exempt from floor area ratio calculations will be those Areas:

a. that are accessible to the general public and/or the employees or residents of the development, and
b. that do not contain any costs for the use of the space by the general public and/or the employees or residents of the development.

Bikeway

Class I: Bike Path - An exclusive path with its own right-of-way specifically designed for bicycles, located in areas where it is possible to prohibit motor vehicle traffic. This type of bikeway can be provided within rights-of-way of existing roads, if space permits, as well as through parks and recreational areas.

Class II: Bike Lane - A physically delineated portion of an existing roadway designed for the exclusive or semi-exclusive use of bicycles. Separation is achieved by either providing a 'bikes only' lane painted on the street, or by providing a physical barrier separating the different modes of transportation. The bike lane can be on either one side or both sides of the roadway.

Class III: Bike Route - Signed cycling routes utilizing existing roadways, where cyclists share the roadway with other types of traffic. This type of bikeway does not provide cyclists with increased road privileges; rather, it informs motorists of the cycling route.

Blank Walls

are exterior walls containing no windows, doors, or other similar openings.

Built Form

refers to the architectural design or massing of a building in terms of its internal and external arrangements of open space, and scale relative to surrounding buildings and streets.

Character Areas

are areas of an identifiable character distinguished by buildings, streetscape, architecture, historical quality, landmarks, functions and potential.

Common Outdoor Open Space

is any landscaped area which:
a. adjoins a street, park, or other public area, a pedestrian walkway on a lot, or a pedestrian walkway within a building on such a lot,
b. is open to the sky or is covered by a structure or any portion of a building, but not located within a building, and
c. is not used for the purposes of a driveway, vehicular ramp, loading or servicing outdoor storage or motor vehicle parking.

Corridor Working Width

Allowance of 0.45 metres on each side of the corridor for 'Dead Space' of a pedestrian connection.

Conservation

is the dynamic maintenance of a building or place, by means of adaptation to a changing environment and the changing needs of society.

Daytime Child Care Services

means development licensed by the province to provide daytime personal care and education to children, but does not include overnight accommodation. Typical uses include day care centres, day nurseries, kindergartens, nursery schools and play schools.

Dead Space

is unused or unusable space on either side of a pedestrian corridor.

Downtown Core

refers to the Core Commercial Area and Civic Centre of Downtown Edmonton.

Floor Area Ratio (F.A.R.)

is the numerical value obtained by dividing the gross floor area of the site by the gross floor area of the building or structure located upon the lot or building site, excluding:

a. basement areas used exclusively for storage or service to the building,
b. parking areas below grade,
c. walkways required by the Development Officer, and
d. floor areas devoted exclusively to mechanical or electrical equipment serving the development, by the area of the site.

Habitable Room

is any room in a dwelling other than a non-habitable room.

Interior Open

is a climatically-controlled open space consisting of interior pedestrian connections, heated arcades, courtyards, plazas, covered malls, or rapid transit concourses.

Listed Heritage Building

is an architecturally or historically significant building which has been so identified in the *Register of Heritage Buildings for the Downtown*.

Lux

is the illuminance produced by a flux of one lumen uniformly distributed over one square metre.

Mall

is a closure of a street or lane right-of-way to through- traffic for pedestrian use.

Mixed-use Developments

are buildings or developments designed for more than one type of land use on the same parcel of land.

Non-Habitable Room

a space in a dwelling providing a service function and not intended primarily for human occupancy, including bathrooms, entryways, corridors, and storage areas.

Non-Retail Use

in this Plan is referred to as any use as defined by the *Land Use Bylaw* not under the following use classes: Amusement Establishments, Automotive Sales, Drive-in Food Services, Eating and Drinking Establishments, Mobile Catering Food Services, Personal Service Shops, Retail Stores, Secondhand Stores, and Truck and Mobile Home Sales.

Objectives

are qualitative statements of a specific direction to attain the goals or ultimate accomplishments of the Downtown Plan.

Pedestrian Connections

are pedestrian walkways at various grade levels, intended to provide safe, comfortable, and convenient access throughout Downtown.

Pedestrian Occupancy Factor

is the space occupied by pedestrians to move comfortably in any direction. Although for short periods reduced personal space is tolerable, a pedestrian requires 2.25 square metres.

Pedways

are above-grade and below-grade climate-controlled pedestrian connections.

Personal Recreation Space

is recreation space within or outside a building located adjacent to and directly accessible from a dwelling unit or dwelling room, which is provided for the exclusive use of the occupants of the dwelling unit or dwelling room, and includes a private patio, courtyard, garden, terrace, balcony, enclosed balcony, or sunroom.

Policies

are statements which describe definite courses of action, or a set of rules adopted to guide decision making in order to achieve the stated objectives.

Preservation

is the static maintenance of a building or place, in unattended, or restored condition.

Principal Living Room Window

is the main or largest glazed area for a living room.

Public Art

are accents designating an area, announcing an entrance of a facility, decorating facades, or serving as the central focal point for an open space. Public art can be banners, sculptures, ceramic tiles, paintings, murals, mosaics, graphics, and water fountains.

Public Development Plan

is a detailed plan including strategies to improve the physical environment by directing and co-ordinating public and private sector investments and developments to achieve public objectives such as the provision of pedestrian malls, weather-protected walkways, and parks and open space.

Public Libraries and Cultural Exhibits

means development for the collection of literary, artistic, musical and similar reference materials in the form of books, manuscripts, recordings, and films for public use; or a development for the collection, preservation and public exhibition of works or objects of historical, scientific or artistic value. Typical uses include libraries, museums and art galleries.

Public Open Space

is publicly - or privately-owned space which is available for the public's use.

Recreational Facility

is any space or area that provides indoor or outdoor participant recreation services as per the following:

Indoor participant recreation services - a development providing facilities within an enclosed building for sports and active recreation where patrons are predominately participants and any spectators are incidental and attend on a non- recurring basis. Typical uses include athletic clubs; health and fitness clubs; curling, roller skating and hockey rinks; swimming pools; rifle and pistol ranges; bowling alleys and racquet clubs.

Outdoor participant recreation services - a development providing facilities which are available to the public at large for sports and active recreation conducted outdoors. This Use Class does not include Community Recreation Services, Spectator Sports Establishments and Outdoor Amusement Establishments. Typical uses include golf courses, driving ranges, ski hills, ski jumps, sports fields, outdoor tennis courts, unenclosed ice surfaces or rinks, athletic fields, boating facilities, outdoor swimming pools, bowling greens, riding stables and fitness trails.

Region

refers to the Edmonton Sub-Region as defined in the *General Municipal Plan*. It comprises that part of the Edmonton hinterland which serves a labour and housing market.

Renovation

within the boundary of the *Downtown Area Redevelopment Plan Bylaw*, renovation means the re-use, repair or alteration of any or all of an existing structure or building. The relaxation of development requirements identified in the Plan shall apply to buildings constructed prior to 1940.

Retail Continuity

is the provision and permanent maintenance of continuous pedestrian-orientated retail stores on the street.

Semi-Mall

is the use of streets and lanes to create a pedestrian space of a mall nature limiting traffic.

Semi-Public Pedestrian Connections

are at-, above-, or below-grade pedestrian connections which are privately owned, patrolled, maintained, and accessible during hours agreed upon by the adjoining buildings.

Separation Space

is open space around dwellings separating them from adjacent buildings or activities, and providing daylight, ventilation, and privacy. Separation Space is not a yard.

Service Activity

is the exchange or performance of labour that may not produce a tangible commodity. These can include professional, maintenance and repair, personal, and/or incidental services.

Setback

is the distance that a development or a specified portion of it, must be set back from a property line. A setback is not a yard, amenity space, or separation space. A setback may contain another land use whereas a yard cannot contain other land uses.

Shared Recreation Space

is recreation space provided within or outside a building for the use of the residents of such a building for recreational or social purposes, and includes a landscaped area, a garden, a terrace,an outdoor swimming pool, an indoor games or play area, a tot lot, a covered sitting area, an indoor swimming pool, a racquetball court, saunas, showers and change room, an exercise room, a hobby room, a workshop, a lounge or a meeting room.

Sleeping Units

is a habitable room, or a group of two or more habitable rooms, not equipped with self-contained cooking facilities, providing accommodation for not more than two persons.

Spectator Entertainment Establishments

refers to development providing facilities within an enclosed building specifically intended for live theatrical, musical or dance performances; or the showing of motion pictures. This Use Class does not include entertainment developments associated with Major Eating and Drinking Establishments. Typical uses include auditoria, cinemas, theatres and concert halls.

Street

refers to both streets and avenues when the word is written in italics.

Street Frontage

refers to linear distance measured along the line, where the building meets the street or avenue.

Streetscape

consists of all landscape and *street* furniture elements along all *streets* and lanes.

Superior Legislation

is any legislation enacted by the Provincial or Federal Government bodies.

Yard

is required open space unoccupied by any portion of a building or structure 1 metre or more above-grade, unless otherwise permitted in the *Land Use Bylaw*. A yard is not a setback, amenity area, or separation space.

2. BASIC STRATEGIES

The strategies for managing growth in Downtown form the basis for the policy framework of the Plan. They are as follows:

A. Maintain Downtown as the focus of the City and the Region by providing adequate capacity for commercial, residential, entertainment, and cultural growth.

B. Ensure an efficient and compact core commercial area by directing future commercial development to areas of existing commercial concentration.

C. Ensure diversity of land uses and activities, by providing for the development of high-density mixed-use commercial and residential areas within Downtown.

D. Maintain and enhance existing character areas that are of particular significance to the quality of the Downtown environment.

E. Encourage the conservation of buildings and areas of historical and architectural merit.

F. Promote the use of public transit to ensure more convenient accessibility to and from Downtown.

G. Maintain and promote the *street* as the primary focus of public activity.

H. Develop a comprehensive pedestrian circulation system by integrating at-, below- and above-grade connections.

I. Provide more usable public open spaces that are well-defined, and physically and visually accessible to the public.

J. Improve the Downtown environment by ensuring high quality architectural and urban design.

K. Maintain the Downtown as the focus for government activity by:

- i) encouraging the Provincial and Federal Governments to maintain and support existing offices and facilities in the Downtown.
- ii) encouraging the Provincial and Federal Governments to locate any new government office buildings and facilities in the Downtown.
- iii) maintaining existing municipal offices in the Downtown and returning to the Downtown those municipal offices which need not be decentralized.

L. Encourage the retention of existing Cultural/Multicultural facilities and promote the future development of any new major cultural facilities in the Downtown.

M. Encourage the retention of existing education facilities and promote the future development of new educational facilities in the Downtown.

N. Encourage the development of institutional uses in the Downtown.

Plan Objectives

PLAN OBJECTIVES

3. LAND USES

3.1 General

OBJECTIVE: *To maintain Downtown as the major area for high density concentrations of office, retail, residential, cultural, entertainment and institutional development.*

It is therefore Council's policy to:

3.1.1 Confine intensive development to Downtown by reaffirming the boundaries shown on Schedule A.

3.1.2 Provide for the development of transitional areas in terms of both use and density with emphasis on housing adjacent to the boundary, except in the case of the River Valley.

3.1.3 Organize major uses in Downtown in a compact manner, to facilitate orderly and efficient development of transit and vehicular circulation.

3.1.4 Reinforce Downtown Edmonton as the focus and symbolic centre of the City, by ensuring design distinction by accentuating its river valley, skyline, 'landmark' features, and architectural form.

3.1.5 Formulate character areas as a basis for cohesive development in terms of providing workable plans for land use, parking, major streets, and pedestrian movement.

3.1.6 Encourage the re-use and renovation of existing buildings in the Downtown by providing for variances to parking, loading and amenity area requirements of the *Land Use Bylaw*.

3.2 Mixed Use

OBJECTIVE: *To develop Downtown to accommodate a wide range of complementary land uses and activities, including office, retail, residential, hotel, cultural, and entertainment facilities.*

It is therefore Council's policy to:

3.2.1 Accommodate within Downtown a decreasing percentage of the Sub-Region's annual office space growth, from 75% at present to 50% by 1996.

3.2.2 Accommodate within Downtown approximately 15% of the Sub-Region's annual retail and service growth for the next 15 years.

3.2.3 Ensure the development of significant amounts of residential accommodation throughout Downtown.

3.2.4 Maintain, upgrade, and expand parks and open spaces to meet the needs of employee, resident, and visitor populations.

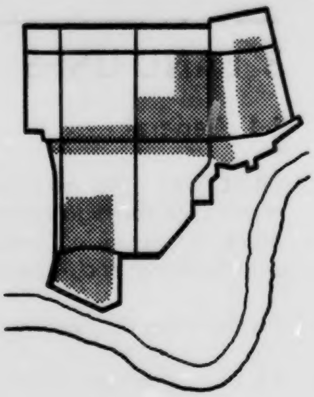
3.2.5 Reinforce and encourage the expansion of cultural and entertainment facilities in Downtown.

3.2.6 Phase out incompatible industrial and railway uses and redevelop more compatible office, retail, and residential uses.

3.2.7 Adopt a growth and development strategy for Downtown that best reflects the desired mixed-use character.

3.3 Office Development

OBJECTIVE: *To distribute future office space in a manner that will promote the development of an orderly and efficient business centre for Edmonton.*



It is therefore Council's policy to:

3.3.1 Provide well-defined areas for financial, provincial, and civic office centres.

3.3.2 Direct major office growth to areas of existing concentrations.

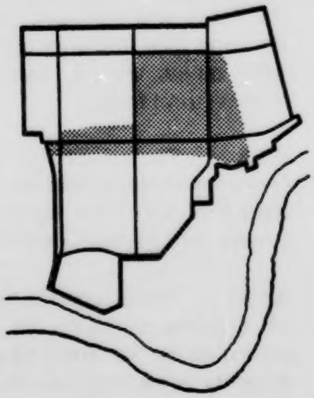
3.3.3 Direct minor office-growth as a component in developing highdensity mixed-use areas in the Downtown.

3.3.4 Limit office development in other areas of Downtown proposed primarily for residential uses.

3.3.5 Adopt a Public Development Plan to implement improvements to existing and future high-density office areas.

3.4 Retail and Service

OBJECTIVE: *To distribute future retail and service space within Downtown in order to reinforce its role as the primary retail and service area.*



It is therefore Council's policy to:

3.4.1 Direct major retail growth to areas of existing concentration.

3.4.2 Encourage selective retail and service uses to locate in other areas of Downtown for the use of resident and employee populations.

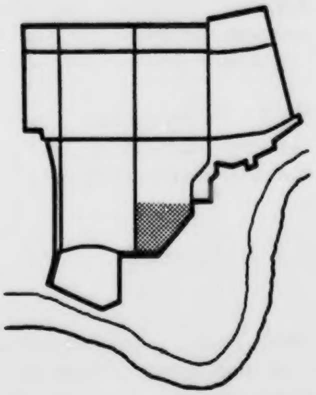
3.4.3 Ensure retail continuity at sidewalk level on selected streets.

3.4.4 Locate retail concentrations in a manner that they can be easily served by adequate short-term parking and transit.

3.4.5 Encourage hotel development in Downtown.

3.4.6 Adopt a Public Development Plan to implement improvements to existing and future retail and service areas.

3.5 Residential Development



OBJECTIVE: *To maintain existing residential areas and ensure that additional housing is developed in other areas of Downtown.*

It is therefore Council's policy to:

3.5.1 Maintain the McKay Avenue area as a primary Downtown residential area, and protect it from incursions of major office development.

3.5.2 Areas which are presently commercial in use and character should be developed into mixed-use areas, which retain a predominantly commercial use but include a significant residential component.

3.5.3 Develop mixed-use areas which are predominantly residential in use and character.

3.5.4 Ensure that the C.N. and C.P. lands are redeveloped with a substantial residential component.

3.5.5 Encourage housing accommodation for a variety of income levels and household types.

3.5.6 Attempt to reduce the costs of Downtown housing.

3.5.7 Encourage the development of assisted housing to be provided in Downtown.

3.5.8 Adopt a Public Development Plan to implement improvements to existing and future residential areas.

3.5.9 Encourage the provision of recreational and other amenities.

3.6 Cultural and Entertainment

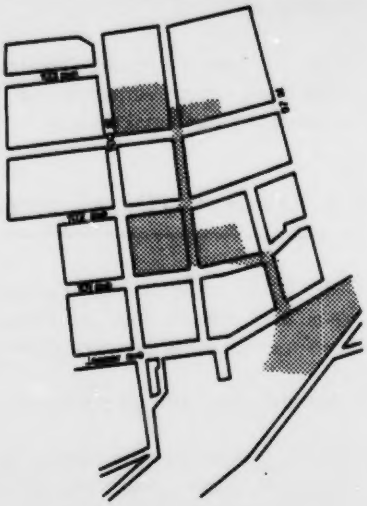
OBJECTIVE: *To maintain and expand the role of Downtown as the cultural and entertainment centre of the City.*

It is therefore Council's policy to:

3.6.1 Reinforce and integrate cultural and entertainment facilities in Downtown.

3.6.2 Provide pedestrian and visual linkages between cultural and entertainment facilities in Downtown and the River Valley.

3.6.3 Encourage the development of facilities such as art galleries, cinemas, and theatres in comprehensive developments.



3.7 Industrial

OBJECTIVE: *To limit incompatible industrial uses and direct wholesale, service, and light manufacturing uses to suitable locations in Downtown.*

It is therefore Council's policy to:

3.7.1 Restrict new and phase out existing industrial uses that require heavy truck and railway access and yard storage.

3.7.2 Limit expansion of wholesale and light manufacturing uses that do not necessarily require a Downtown location.

3.7.3 Permit the relocation and development of wholesale and retail service uses, in designated areas of Downtown.

3.8 Parks and Open Space

OBJECTIVE: *To provide for recreation opportunities in Downtown, by increasing the access and distribution of open spaces to meet the needs of the resident, visitor, and employee populations.*

It is therefore Council's policy to:

3.8.1 Distribute parks and open spaces within a maximum five-minute walking distance from the residential and employee populations.

3.8.2 Provide a variety of parks and open spaces to accommodate both active and passive recreation throughout the year.

3.8.3 Upgrade the effectiveness of existing parks and open space.

3.8.4 Integrate parks and open spaces into the sidewalk system in order to develop an open space network in Downtown.

3.8.5 Provide convenient access points into the River Valley.

3.8.6 Encourage the private sector to develop parks and open spaces and beautification projects in Downtown, as stated in Policy VI - 10 of the *Parks and Recreation Master Plan.*

3.8.7 Encourage the development of temporary parks on vacant land, as stated in Policy VI - 11 of the *Parks and Recreation Master Plan.*

3.8.8 Acquire land for parks and open spaces in Downtown, particularly in those areas that are primarily residential.

3.8.9 Ensure comfortable microclimatic conditions in Downtown parks and open spaces.

4. TRANSPORTATION

4.1 General

OBJECTIVE: *To provide convenient access to and from Downtown.*

It is therefore Council's policy to:

4.1.1 Improve public transit to and from the Downtown by placing a high priority on Light Rail Transit extensions and/or other exclusive right-of-way or bus priority systems to all areas of the City, with a complementary network of public transit facilities.

4.1.2 Discourage vehicular traffic congestion in Downtown.

4.1.3 Provide convenient bicycle access to, from, and within Downtown.

4.2 Public Transit

OBJECTIVE: *To improve public transit to, from, and within Downtown.*

It is therefore Council's policy to:

4.2.1 Extend Light Rail Transit lines to other areas of the City.

4.2.2 Improve the transit coverage and circulation to and within Downtown by providing transit priority features including exclusive bus lanes, contraflow lanes, and provisions for special transit signals and turn movements.

4.2.3 Provide an off peak pass to encourage round trip or multiple stop use of existing transit capacity in Downtown.

4.2.4 Locate Light Rail Transit stations within easy walking distance of the employee and resident populations of Downtown.

4.2.5 Encourage peak period work trips to Downtown by transit.

4.2.6 Require all new developments in Downtown adjacent to existing or future transit zones to provide, and maintain enclosed heated waiting areas for public transit patrons.

4.3 Roadway Network

OBJECTIVE: *To minimize vehicular traffic congestion in Downtown.*

It is therefore Council's policy to:

4.3.1 Maintain the existing roadway system and upgrade roadway capacities where appropriate, through traffic management measures such as staggered work hours, co-ordinated signalization, and minor intersection improvements.

4.3.2 Develop a roadway network that discourages through-traffic in Downtown.

4.3.3 Discourage peak period work trips to Downtown by private automobile.

4.3.4 Reduce heavy truck access to Downtown at peak hours by enforcing delivery hours as they exist, and by developing a co-ordinated schedule for delivery traffic throughout Downtown.

4.4 Bicycle Network

OBJECTIVE: *To provide a bicycle network within Downtown as a component of the City's bikeway network.*

It is therefore Council's policy to:

4.4.1 Provide a Bike Path within the C.N. right-of-way, along 104 Avenue as part of the redevelopment scheme for the area, which would connect to the existing Bike Routes on the east and west sides of Downtown.

4.4.2 Provide Bikeway connections from Downtown to the River Valley and the Capital City Recreation Park.

4.4.3 Provide a Bikeway in conjunction with the Heritage Trail.

4.4.4 Encourage the provision of street level internal bicycle storage facilities.

5. PARKING

5.1 General

OBJECTIVE: *To ensure parking requirements that are compatible with the land use proposals and complement the City's overall transportation strategy.*

It is therefore Council's policy to:

5.1.1 Discourage long-term employee parking by means such as reducing the commercial parking standards, determining appropriate parking rates and supply management, and providing other means appropriate for implementation (e.g., 'cash-in-lieu' provisions).

5.1.2 Encourage short-term parking for shoppers and visitors by management of parking.

5.1.3 Encourage joint-use consolidated parking facilities through comprehensive development agreements, and by management of parking through a parking management organization.

5.1.4 Locate access to parking structures from lanes wherever feasible.

5.1.5 Encourage off-street parking.

5.1.6 Develop residential parking standards to reflect car ownership patterns in Downtown.

5.1.7 Ensure that temporary parking lots are properly landscaped and separated from the sidewalk, as stated in Section 69.3 of the *Land Use Bylaw*.

6. PEDESTRIAN CIRCULATION

6.1 General

OBJECTIVE: *To provide a safe, convenient, and attractive pedestrian network.*

It is therefore Council's policy to:

6.1.1 Ensure that the street be the primary focus of pedestrian activity.

6.1.2 Ensure that weatherprotected and/or climate-controlled pedestrian links are provided along areas of high-pedestrian concentration.

6.1.3 Design the pedestrian movement system in Downtown to accommodate the needs of persons with mobility problems.

6.2 Pedways

OBJECTIVE: *To provide a safe, attractive, and comfortable environment within and adjacent to above-and below-grade pedways.*

It is therefore Council's policy to:

6.2.1 Ensure that standards for the design, maintenance, and security of above- and below-grade pedways are maintained.

6.2.2 Ensure greater use of the existing below-grade pedways.

6.2.3 Encourage the provision of amenities such as street furniture, displays, art, and landscaping within pedways.

7. PUBLIC UTILITIES AND SERVICES

7.1 Utilities

OBJECTIVE: *To upgrade the utilities in Downtown as required.*

It is therefore Council's policy to:

7.1.1 Improve the storm and sewer system as a part of the Utilities Improvement Program for Downtown.

7.1.2 Monitor levels of water, natural gas, power, and telephone services in order to provide adequate supplies as required by escalating demand.

7.1.3 Ensure wherever possible that utilities are located underground.

7.2 Energy Conservation

OBJECTIVE: *To promote an energy-efficient Downtown.*

It is therefore Council's policy to:

7.2.1 Encourage energy efficiency in the design of buildings.

7.2.2 Promote the development of mixed-use areas to maximize the use of utilities and services.

7.2.3 Develop an energy-efficient circulation system by promoting public transit and developing mixed land uses within Downtown.

7.2.4 Implement the District Heating System as proposed by Edmonton Power.

7.3 Community Services

OBJECTIVE: *To continue and expand community services as necessary for the increasing Downtown resident, employee, and visitor populations.*

It is therefore Council's policy to:

7.3.1 Ensure the safety and security of the public by the provision of adequate fire and police protection.

7.4 SOCIAL SERVICES

OBJECTIVE: *To provide preventive social services as required to the residents of Downtown.*

It is therefore Council's policy to:

7.4.1 Ensure that preventive social services are provided to Downtown residents.

8. HERITAGE CONSERVATION

8.1 General

OBJECTIVE: *To conserve buildings and areas of architectural and historical interest for the purpose of creating a Downtown environment of distinctive character which reflects the rich traditions of the city and enhances the sense of time and sense of place for its citizens.*

It is therefore Council's policy to:

8.1.1 Establish and maintain a comprehensive inventory and evaluation system of heritage resources in Downtown, based upon uniform criteria.

8.1.2 Promote the conservation of heritage resources through the use of the *Historical Resources Act of Alberta* and its provision for municipal designation of historic resources.

8.1.3 Promote the conservation of heritage resources through the use of programs based upon the fair and equitable use of development incentives such as bonuses, use incentives, and relaxation of parking requirements.

8.1.4 Provide for future Civic Administration space requirements in heritage buildings, where the use is appropriate.

8.1.5 Ensure the environmental quality of heritage resources, by providing guidelines for the form and materials of adjoining or nearby new developments.

8.1.6 Recognize areas which have a significant number of buildings of architectural and historic interest, and encourage their conservation as heritage areas.

9. PUBLIC DEVELOPMENT

9.1 General

OBJECTIVE: *To improve the physical environment of Downtown by co-ordinating private developments with one another and with investments by the public sector.*

It is therefore Council's policy to:

9.1.1 Ensure that new developments provide a comfortable outdoor and indoor environment for the public, enhance the role of Downtown as the focus of the City, and contribute to the creation and/or maintenance of distinctive areas within Downtown.

9.1.2 Ensure that Downtown provides a diverse, distinct, safe and comfortable public environment through the conservation and enhancement of its parks, open spaces, and pedestrian networks.

9.2 Parks and Open Space

OBJECTIVE: *To improve the physical environment of Downtown by providing a network of parks and open spaces which vary in size, function, and form.*

It is therefore Council's policy to:

9.2.1 Acquire new parks and open spaces in areas determined to be deficient or required as a result of anticipated development.

9.2.2 Upgrade the quality of park furniture.

9.2.3 Ensure that open spaces provide a wide range of active and passive recreational opportunities for the employee, visitor, and resident populations of Downtown.

9.2.4 Ensure that open spaces relate to each other, and with existing or expanded pedestrian connections and transit networks.

9.3 *Streets*

OBJECTIVE: *To strengthen the role of Downtown streets as the primary focus of public life.*

It is therefore Council's policy to:

9.3.1 Conserve the existing system of public *streets*, lanes, and associated air rights by not selling or leasing *streets*, lanes, and air rights unless it is determined that the public will directly benefit by the provision of desirable alternate open space.

9.3.2 Ensure *streets* are distinctive in their form, character, and public function.

9.3.3 Ensure the continuity of retail and entertainment uses at the sidewalk level.

9.3.4 Ensure that all temporary walkways adjacent to construction projects have an unobstructed width equal to the existing unobstructed sidewalk width.

9.3.5 Ensure that at-grade parking areas are landscaped and separated from the sidewalk, in accordance with Section 69.3 of the *Land Use Bylaw*.

9.3.6 Ensure the provision and maintenance of architecturally-designed bus shelters, as an integral part of any redevelopment adjacent to a bus stop (City Policy 1070 - Feb. 1976).

9.3.7 Locate Light Rail Transit station entrances for convenient access, ensuring that their design and identification promote ease of use and compatible integration with the existing *street* and sidewalk pattern and transit zones.

9.3.8 Upgrade the quality of *street* furniture.

10. BUILT FORM

OBJECTIVE: *To provide guidelines for the design and integration of new developments, in order to ensure these developments improve the quality of the physical environment in Downtown.*

It is therefore Council's policy to:

10.1 Ensure that adequate direct sunlight reaches *streets*, sidewalks, and public open spaces of Downtown.

10.2 Provide standards for light, view, and privacy.

10.3 Ensure that new developments in their design, do not create adverse wind conditions on their periphery or in the vicinity of nearby buildings, or open spaces at the *street* level.

10.4 Encourage the provision of art for public appreciation.

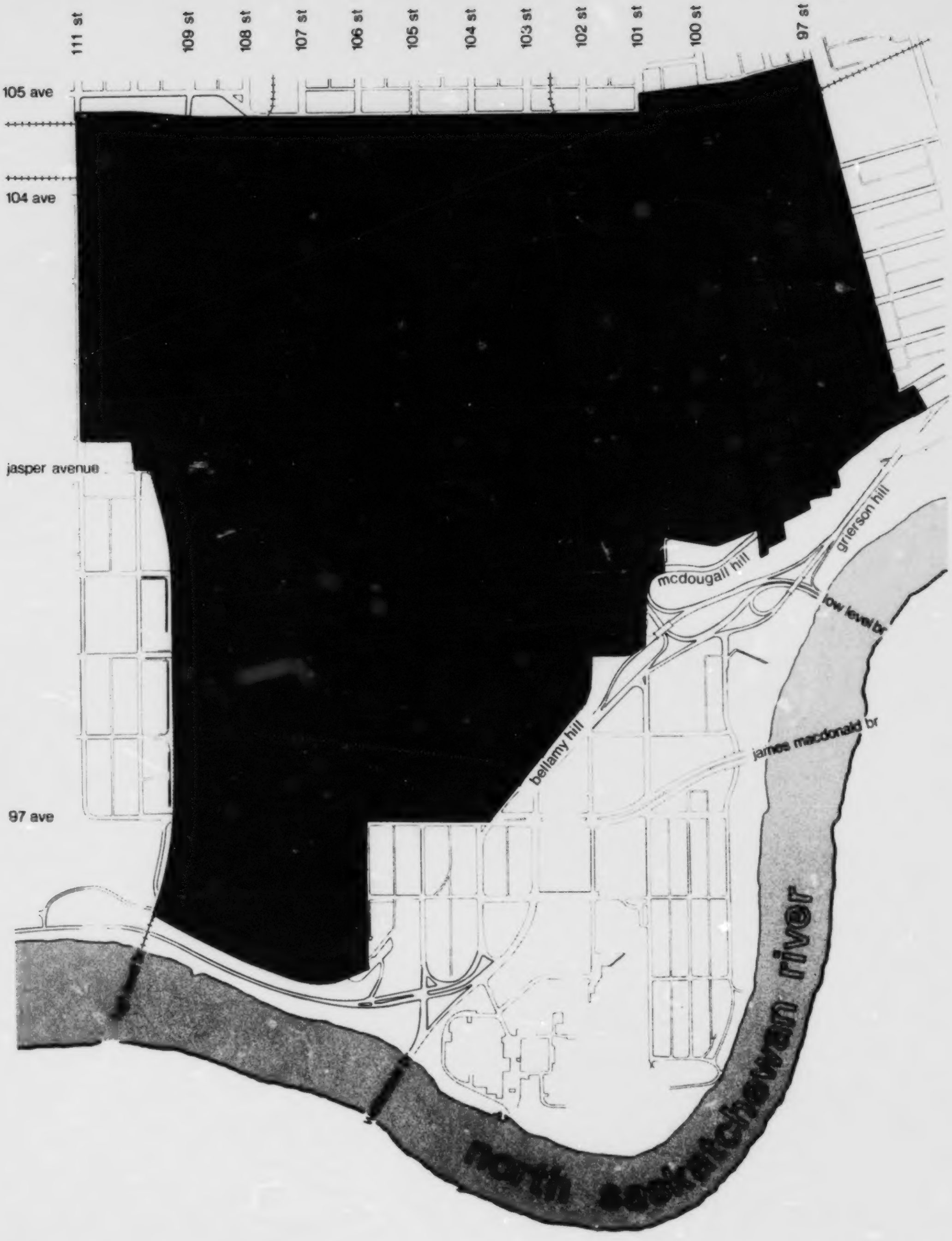
10.5 Ensure that new developments relate to the *street*, thereby enhancing the *street* environment for the pedestrian.

10.6 Ensure that the physical form of new developments respects existing topography and the existing *street* grid system.

10.7 Ensure that the siting of new developments maintains and enhances existing views, vistas and visual corridors, and where possible, creates new ones.

10.8 Ensure the integration of new buildings into their surroundings through compatibility of form, scale, and materials.

10.9 Prepare a design guidelines manual which identifies methods of dealing with design matters identified above in Section 10.1 to 10.8.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97 st
105 ave
104 ave
jasper avenue
97 ave
mcdougall hill
grierson hill
low level br
bellamy hill
james macdonald br
north saskatchewan river

SCHEDULE B
Proposed Character Areas

■ character area boundary

Plan Proposals

PLAN PROPOSALS

11. LAND USES

11.1 General

It is proposed:

That the following Proposed Character Areas, as illustrated on Schedule B, form the basis for land use controls. These Character Areas would allow for:

a. the development of a well-defined, compact, and efficient commercial core in the area of existing commercial concentration,

b. the reinforcement of the existing Civic and Provincial Government Centres,

c. the maintenance of the existing McKay Avenue residential area,

d. the development of mixed-use areas that are primarily commercial, and

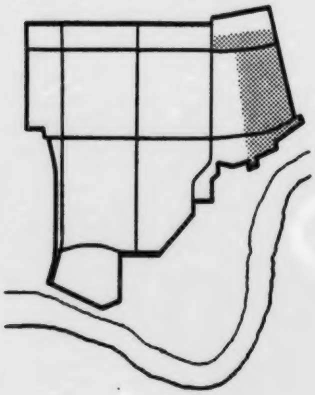
e. the development of mixed-use areas that are primarily residential.

11.1.1 Civic Centre

The proposed Civic Centre is east of the Core Commercial Area, and forms the eastern edge of Downtown. The concentration of public buildings provides an opportunity to develop a Civic Centre that would be the pride of Edmontonians. It should continue to accommodate the expansion of government offices, retail, and hotel uses at high densities.

To reinforce the public activity created by Edmonton's major cultural facilities, the Citadel Theatre, Edmonton Art Gallery, and the Centennial Library as well as by the major institutional facilities, City Hall, the Provincial Court House, and Sir Winston Churchill Square, the development of more cultural and entertainment uses is being encouraged.

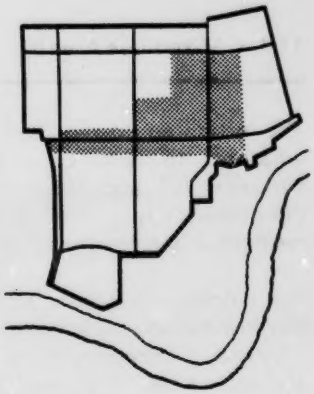
To visually and physically connect Sir Winston Churchill Square, the most prominent open space in Downtown, to all public elements in the Civic Centre, a comprehensive landscape and open space plan should be developed.



It is proposed that the vitality of this area should increase, not only with the connecting of Sir Winston Churchill Square to the Southeast Civic Centre and the Convention Centre, but with all developments strengthening the *street* edges, increasing *street* activity, and preserving or enhancing significant views.

11.1.2 Core Commercial Area

The Core Commercial Area which historically developed around Jasper Avenue and 101 Street, is proposed as the principal high-density office and retail centre in Downtown.



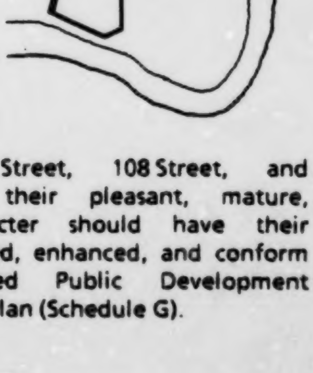
The location of major commercial establishments and financial institutions in proximity to civic and other major offices has made this Area particularly attractive for new commercial development at high densities. The demand is clearly represented in its current development trends and high land values. There is a considerable reserve of land within this Area, to accommodate a large portion of future office growth.

The high densities expected in this Area should not be allowed to detract from the environment. More attention must be given to the relation of these high buildings to people on the *street*.

Comfortable micro-climatic conditions, continuity of activities at *street* level, amenity space, the preservation of significant views, and an attractive efficient open space system should enhance the environment for the pedestrian on the *street*.

11.1.3 Mixed-Use Area I

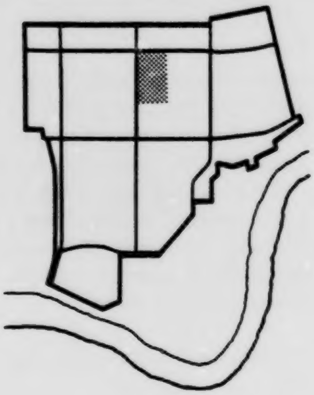
The proposed Mixed-Use Area I, south of Jasper Avenue, presently contains a mixture of offices, hotels, housing, and restaurants. The Area is adjacent to the Core Commercial Area, not intensely developed and provides a transition to the McKay Avenue Area. Mixed-Use Area I should be designated for high-density commercial and residential uses. Since large reserves of vacant, and underutilized land and the proximity to the approved Light Rail Transit line provide an opportunity for the development. The high-density commercial uses shall accommodate a portion of the Downtown office and retail requirements and provide economic support for housing and residential-related uses.



All new development should reinforce the mixed-use character of the Area, particularly at *street* level, by ensuring pedestrian-oriented activities and comfort at *street* level.

100 Avenue, 105 Street, 108 Street, and 109 Street with their pleasant, mature, landscaped character should have their characters preserved, enhanced, and conform to the proposed Public Development component of the Plan (Schedule G).

11.1.4 Mixed-Use Area II



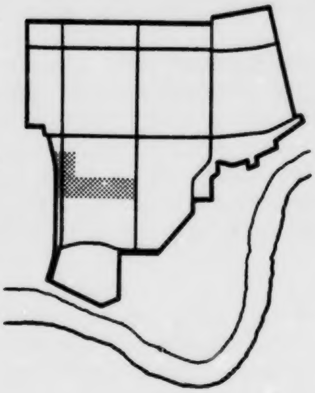
The proposed Mixed-Use Area II is located adjacent to the Core Commercial Area, between 103 and 105 Streets. It should be designated for high-density commercial, residential and residential-related uses.

The Area includes a concentration of warehouses and older buildings, some of which have been converted to accommodate office and retail uses. The concentration of building types and the development trends in the Area distinguish this Area from the remainder of Downtown. Therefore, commercial uses should be permitted at high densities to accommodate a portion of office and retail space development without threatening the conservation of the buildings of architectural and historic significance.

New development, by respecting the mass, scale, and materials of the older structures in the Area, and by introducing more office, residential, retail, and specialized *street*-related uses, can provide an opportunity to develop a unique environment within Downtown.

As a transition area between the Core Commercial Area and Mixed-Use Area IV, a widened sidewalk on 104 Street with substantial amounts of retail, entertainment, and cultural uses at grade could introduce a new type of shopping and retail activity environment for Downtown users.

11.1.5 Mixed-Use Area III

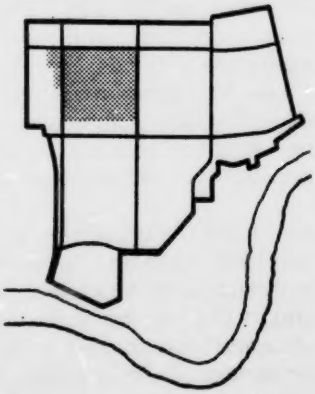


Proposed Mixed-Use Area III has been primarily developed for office uses, because of its proximity to the Provincial Government Centre; most of the office buildings are occupied by the Provincial Government. The demand for office space in the Area has steadily increased over the past 15 years. The Provincial Government will continue to expand and increase pressure on the Area for office space.
At the same time, it is important that housing and related uses be strongly encouraged to provide diversity and vitality, particularly after office hours.

To serve the employees and residents of the Area as well as increase the vitality of its *streets*, activity-generating outlets like retail, entertainment, and recreational facilities should be incorporated into new developments at *street* level.

The character of 105 Street, 109 Street, 100 Avenue and the axial view of the Legislature Building on 108 Street should be reinforced by the adjacent building edges, parks, open spaces, and landscaping.

11.1.6 Mixed-Use Area IV



Proposed Mixed-Use Area IV is the existing warehouse area, and is bounded generally by 109 Street on the west, 105 Street on the east, the lane north of Jasper Avenue on the south and 104 Avenue on the north. Light industry, storage warehouses, surface parking lots, and retail uses are presently located in the Area.

The major emphasis in Mixed-Use Area IV should be the inclusion of residential and residential-related uses. Office and retail uses are to be permitted as a minor component to allow for secondary office and retail space, and to provide economic support for the proposed housing.

Although a number of new residential and office buildings has been approved in the Area over the past few years, not all have been constructed. Large consolidations and underutilized land provide opportunities for the development of high-density housing. However, land costs may preclude the development of housing as an exclusive use. Moreover, the Airport Vicinity Regulations restrict the building heights to a maximum of 45.7 metres at the north end of this Area.

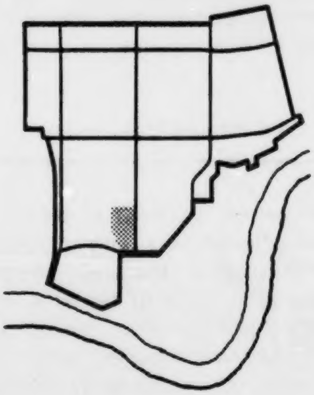
To create a pleasant area that is largely residential in use, incompatible industrial and manufacturing uses are being discouraged and cultural, entertainment, and amenity uses are being encouraged.

As bounding arterial roadways, 105 and 109 Streets should be attractively landscaped and introduce an area of mixed commercial and residential use with all elements, including parks and open space, which create a community environment.

11.1.7 Mixed-Use Area V

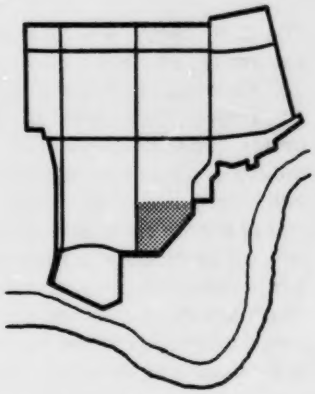
Proposed Mixed-Use Area V is located east of the Provincial Government Centre. Originally, it was a single-family residential area, but it has experienced extensive redevelopment during the past 15 years. Though most of the Area is presently classified for high-density residential uses, some office uses have developed as a result of spot rezonings. Its proximity to the Legislature Grounds and Government offices makes this Area attractive for high-density residential and commercial uses. Enhancing the existing residential environment will contribute to the Downtown as a place to live.

The major emphasis in Mixed-Use Area V, therefore, should be on high-density residential and residential-related uses. To support the housing component economically, office and retail space is encouraged as a minor component. To support housing socially, cultural, entertainment, public service uses, and parks and open spaces are required.



The developments being designed and constructed in the Area have the potential of complementing and reinforcing the landscape and natural topography of the Area. The access points into the River Valley should also be upgraded.

11.1.8 McKay Avenue Area



The proposed McKay Avenue Area, located south of Mixed Use Area I, has maintained its residential use even though the housing form has changed during the last 10 to 15 years from single-family dwellings to high-rise apartments. It has traditionally been Downtown's primary residential area, and presently accommodates 75% of Downtown's housing stock.

The Area is distinguished by its *streets* lined with mature trees and its topography. The Area's unique character, and role as a stable high-density residential community should be maintained. Only a minor component of retail, service, and professional offices are to be permitted, in order to prevent any intrusions of major commercial uses. To service the residents of this Area and create a community, parks, open spaces, recreational facilities, and other amenities are required.

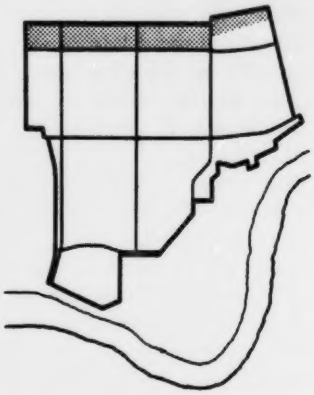
Located adjacent to Mixed-Use Area V, the McKay Avenue Area's topography and landscape character is similar and should also be enhanced.

11.1.9 Provincial Government Centre

The Provincial Government Centre is located west of Mixed Use Area V and south of 99 Avenue. A major landscaping program is presently being implemented for the Legislature Grounds.

11.1.10 C.N. Mixed-Use Area

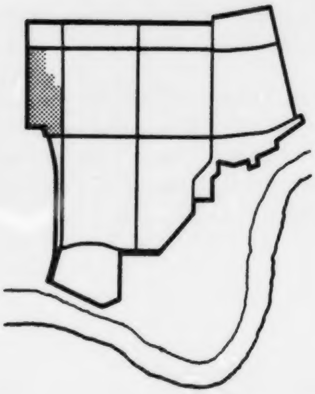
The C.N. lands are located at the northern extremity of Downtown between 104 and 105 Avenues, and extend from 97 Street to 111 Street. This Area is presently classified under Superior Legislation and is zoned for industrial uses. The relocation of the C.N. yards will provide an opportunity for a comprehensively-planned development, which will accommodate a transition between high-density commercial and mixed-use areas on the south and east, and medium-density residential neighbourhoods to the north and west in terms of land use and density.



When the Area is developed, it is proposed that it generally conform to the use and density permissions for the Areas immediately to the south (the Core Commercial Area, Mixed-Use Area II and Mixed-Use Area IV), but require less density as it is a transition area between the higher density Downtown and the inner-city neighbourhoods.

11.1.11 C.P. Mixed-Use Area

The C.P. lands are located on the western edge of Downtown adjacent to the Oliver community. The City of Edmonton and Canadian Pacific are negotiating the relocation of the C.P. railyards in accordance with a development concept approved by Council in January, 1979.



The C.P. lands provide an opportunity for a comprehensively-designed mixed-use environment, which would have a distinctive character and would be compatible with surrounding areas. It is proposed that the Area land uses and densities provide a transition between Mixed-Use Area IV and the Oliver community.

11.2 Mixed Use

It is proposed:

11.2.1 That a wide range of land uses be allowed in Downtown through implementation of land use controls in the *Land Use Bylaw*.

11.2.2 That in certain mixed-use areas, a bonus of commercial space be granted for the development of residential space within mixed-use projects.

11.3 Office Development

It is proposed:

11.3.1 That office development be encouraged by providing parking reductions, by excluding amenities from the density calculations and by providing bonus office space with residential development in the land use regulations.

11.3.2 That well-defined areas be delineated and maintained for office development.

11.4 Retail and Service Development

It is proposed:

11.4.1 That retail continuity at-grade be maintained and encouraged in all areas of Downtown, and be required in accordance with the Character Area intentions along the following *streets* as illustrated on Schedule C, Retail Continuity. The percentage of non-retail use frontage should be restricted on these *streets*:

a. 101 (Jasper) Avenue between 97 Street and the C.P. tracks, (50% allowed for non-retail use frontage)

b. 100A Street between 101 (Jasper) and 102 Avenues, (50% allowed for non-retail use frontage)

c. 101A Avenue between 100 and 101 Streets, (50% allowed for non-retail use frontage)

d. 101 Street between 101 (Jasper) Avenue and 103 Avenue, (50% allowed for non-retail use frontage)

e. 102 Street between 100 and 103 Avenues, (50% allowed for non-retail use frontage)

f. (i) 103 Street between 101 (Jasper) Avenue and 102 Avenue, (50% allowed for non-retail use frontage)

(ii) east side of 103 Street between 102 Avenue and 104 Avenue (50% allowed for non-retail use frontage)

(iii) West side 103 Street between 102 Avenue and 104 Avenue (35% allowed for non-retail use frontage)

g. (i) 104 Street between 101 (Jasper) Avenue and 102 Avenue, (50% allowed for non-retail use frontage)

(ii) 104 Street between 102 Avenue and 104 Avenue (35% allowed for non-retail use frontage)

h. (i) 102 Avenue between 100A Street and 103 Street, (50% allowed for non-retail use frontage)

(ii) south side of 102 Avenue between 103 Street and 104 Street (50% allowed for non-retail use frontage)

(iii) north side of 102 Avenue between 103 Street and 104 Street (35% allowed for non-retail use frontage)

i. (i) 103 Avenue between 101 Street and 103 Street, (50% allowed for non-retail use frontage)

(ii) 103 Avenue between 103 Street and 104 Street (35% allowed for non-retail use frontage).

j. 104 Avenue between 103 Street and 104 Street (35% allowed for non-retail use frontage).

11.4.2 That retail outlets have access fronting onto the *street*.

11.4.3 That retail be further encouraged in Downtown by promoting:

a. in Mixed-Use Area II through direct control, at-grade *street*-related restaurant and entertainment-related uses.

b. in Mixed-Use Areas I, III and IV, extra retail bonus for the development of residential uses.

11.4.4 That hotels be encouraged by granting the highest density allowances in each area of Downtown for their development.

11.5 Residential Development

It is proposed:

11.5.1 That the construction costs of housing be decreased by relaxing the residential parking standards as outlined in Chapter 13, Parking.

11.5.2 That the floor area of amenity space be exempt from density calculations of residential developments, in order to improve the quality of apartment living as well as to increase the amount of housing.

11.5.3 That the redevelopment levy not be collected for residential development, in order to provide the private sector with an incentive to construct more housing.

11.5.4 That a bonus of commercial space be provided for the development of housing in Mixed-Use Areas.

11.5.5 That the Real Estate and Housing Department initiate discussions with the Provincial and Federal Government departments and agencies, to improve existing or introduce new programs for housing in Downtown.

11.5.6 That the Real Estate and Housing Department and the City Non-Profit Housing Corporation develop a pilot assisted housing project in Downtown.

11.6 Cultural and Entertainment

It is proposed:

11.6.1 That the *Land Use Bylaw* be amended to exempt Public Libraries and Cultural Exhibits, such as theatres, cinemas and art galleries throughout the Downtown Area, except in the McKay Avenue Area, from density calculations.

11.6.2 That music, theatre, art exhibitions and craft displays be encouraged to locate in parks, open spaces, and on major pedestrian thoroughfares.

11.7 Industrial

It is proposed:

11.7.1 That the *Land Use Bylaw* be amended to exclude industrial uses from the discretionary land uses contained in the land use districts of Downtown.

11.8 Parks and Open Space

It is proposed:

11.8.1 That the proposals for parks and open spaces in the Public Development Proposals, Chapter 17 of this Plan, be followed.

11.9 Amenity Area/Recreational Facility

It is proposed:

11.9.1 That the *Land Use Bylaw* be amended to contain the following regulations:

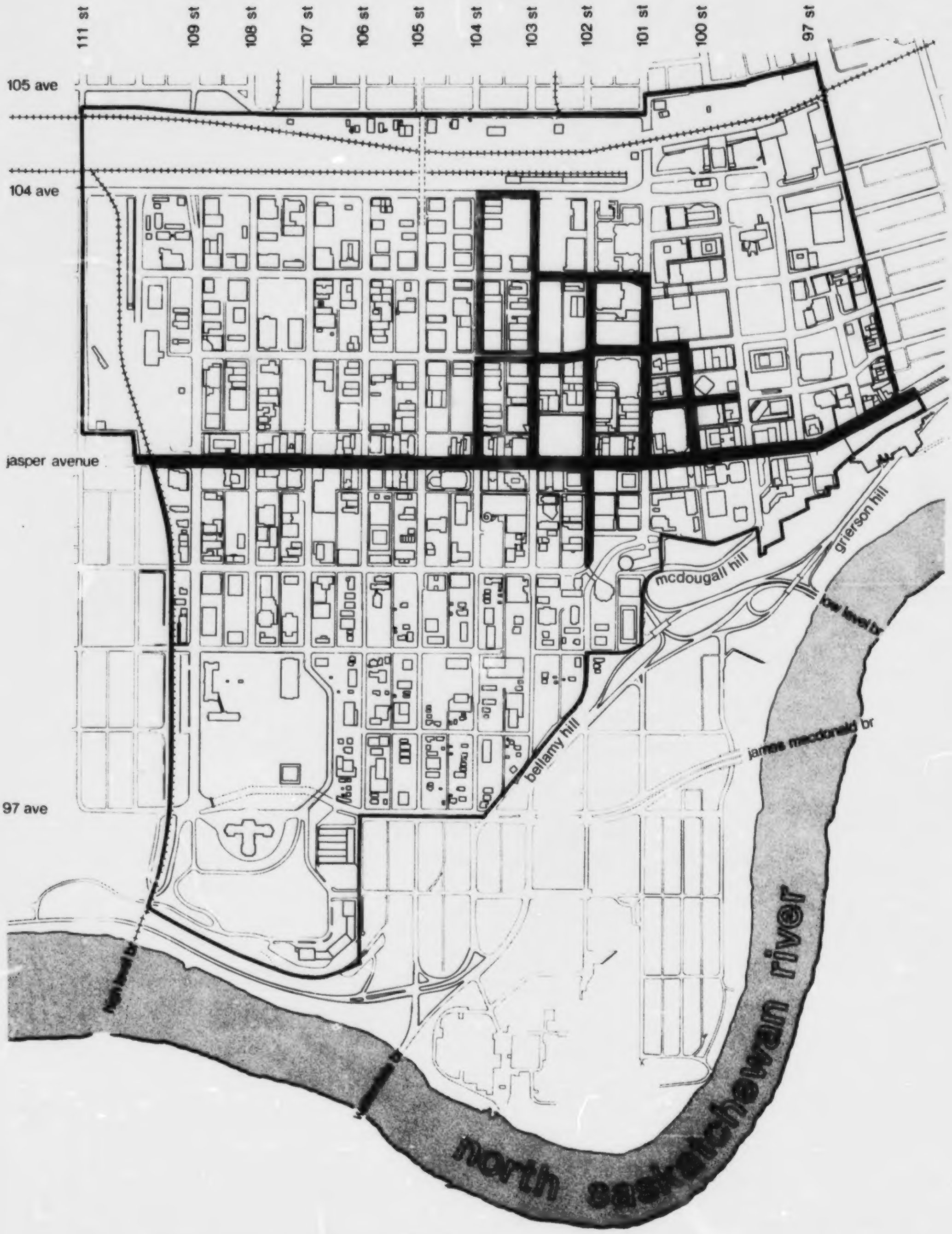
a. That Amenity Areas as defined in this Bylaw be exempt from floor area ratio calculations in Downtown developments.

These Areas will be such uses as winter gardens, greenhouses, courtyards, sundecks, interior landscaped open spaces, plazas, interior terraces, fountains, swimming pools, other water features, common meeting rooms, public washrooms, tennis, racquetball and squash courts, or other such similar uses as deemed Amenity Areas by the Development Officer.

b. That for Non-Residential Use Classes as defined by the *Land Use Bylaw*, a minimum of 4% of the gross floor area shall be provided and a maximum of 10% of the gross floor area shall be exempt from floor area ratio calculations.

c. That for Residential Use Classes as defined by the *Land Use Bylaw*, a minimum of 7.5 m^2 (80.7 square feet) per dwelling be provided and a maximum of 20% of the gross floor area shall be exempt from floor area ratio calculations.

d. Recreational Facilities that require a user charge and are provided in excess of the minimum Amenity Area standard as defined in b. and c. shall be exempt from floor area ratio calculations.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grierson hill
low level br
james macdonald br
bellamy hill
north saskatchewan river

SCHEDULE C
Proposed Retail Continuity

▬ 50% street frontage allowed for non-retail use

▬ 35% street frontage allowed for non-retail use

12. TRANSPORTATION

12.1 General

This Plan is compatible with the proposals pertaining to Downtown in the *Transportation Systems Plan*. The Transportation Systems Design Department is preparing the *Transportation Systems Plan*; it is a transportation strategy for the City for the next 20 years. The strategy recommended in the *Transportation Systems Plan* is best described in terms of six investment policies which are in order of importance:

a. Provide good transit,
b. Reinforce transit usage,
c. Organize Downtown traffic,
d. Provide bypass routes,
e. Extend arterial roadways, and
f. Upgrade radial roadways.

To co-ordinate the accessibility and traffic flow of Downtown with the remainder of the City, proposals for Public Transit, the Roadway Network, and the Bicycle Network must be compatible.

12.2 Public Transit

It is proposed:

12.2.1 That the City ensure that Light Rail Transit stations, as indicated on Schedule D, Proposed Transportation System, be well integrated with surrounding development, and be easily accessible from the *street* and adjoining land uses.

12.2.2 That contraflow bus lanes be studied for implementation in Downtown, to ensure increased transit service and accessibility.

12.3 Roadway Network

It is proposed:

12.3.1 That the roadways designated in Bylaw 4368 of the *Transportation Plan Part 1*, illustrated on Schedule D, Proposed Transportation System, remain as indicated except for 104 Street between Jasper and 104 Avenues, which is proposed as a local road with sidewalk widening on both sides.

12.3.2 That the road segments of 104 Avenue and 97 Street within Downtown as illustrated on Schedule D, be widened to improve the capacities of the roadway network.

12.3.3 That 101A Avenue, 100A Street, and 98 Street within Downtown, as shown on Schedule D, be closed provided that the road closures ensure adequate access to the affected properties. It is also recommended that land use studies be undertaken in conjunction with the design of detailed roadway improvements for this area. If other road closures are deemed appropriate and the traffic impact studies indicate such, then these roads or lane closures will also be considered.

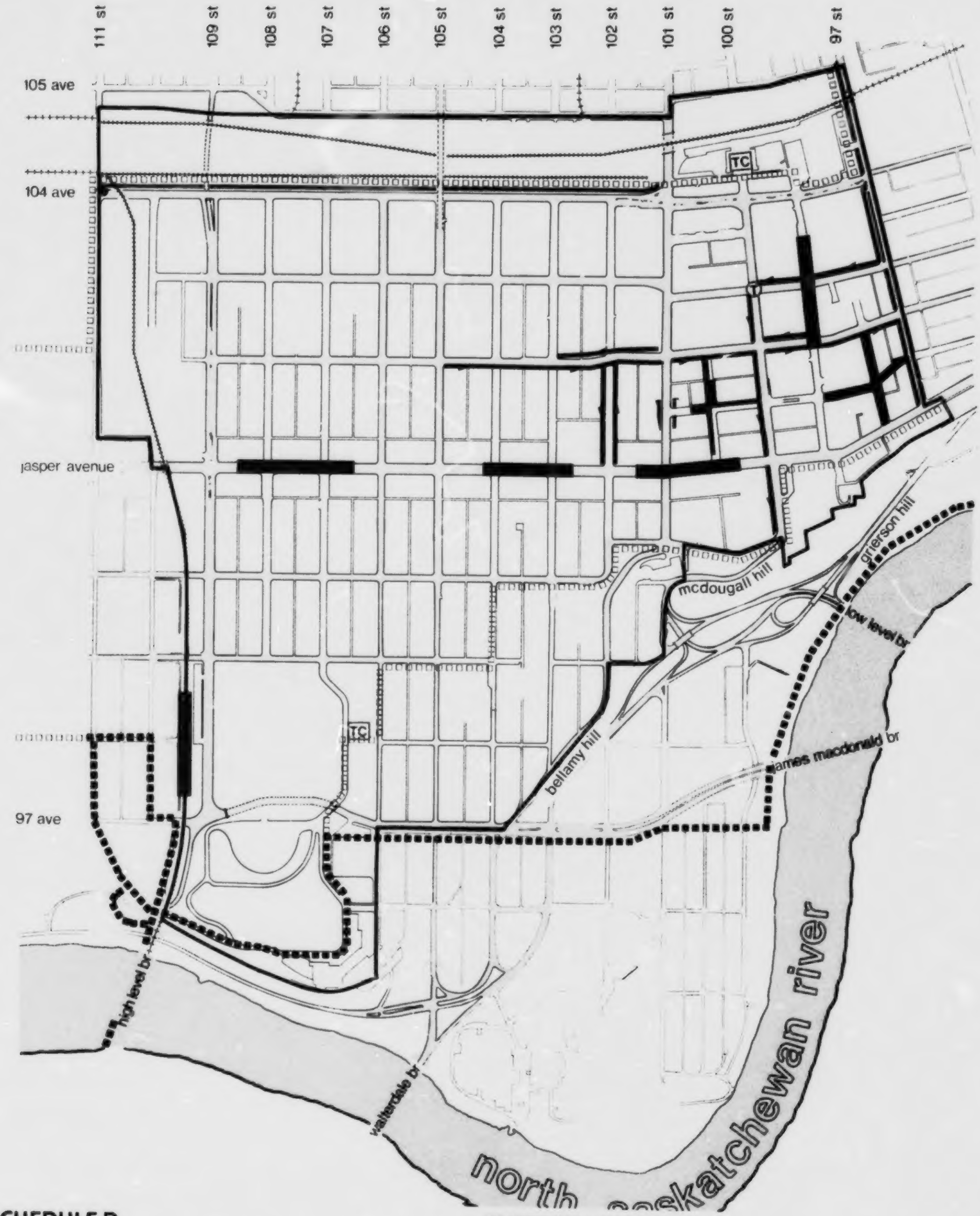
12.3.4 That sidewalks be widened as part of the Proposed Public Development component of this Plan, Schedule G, provided that adequate vehicle access is ensured through respective studies of each area.

12.3.5 That traffic management measures be maintained to improve vehicular circulation, such as Project Uni, car pooling, and the installation of new lights be considered.

12.4 Bicycle Network

It is proposed:

12.4.1 That the proposed bikeways concept indicated on Proposed Transportation System, Schedule D, be implemented to complete the bikeway network in Downtown.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james macdonald br
bellamy hill
high level br
walterdale br
north saskatchewan river

SCHEDULE D
Proposed Transportation System

arterial road
road closure
▬ proposed road closure
▬ proposed road widening
□□□□□ proposed bikeway
■■■■■ existing bikeway

TRAFFIC MANAGEMENT

▬ light rail transit station
existing direction of traffic
project "uni" direction of traffic flow
bus lane
proposed bus lane
Ⓣ transit priority signal
TC transit centre
● proposed signal control

13. PARKING

13.1 Commercial Parking

It is proposed:

13.1.1 That the *Land Use Bylaw* be amended to include the following interim standards until a *Downtown Commercial Parking Study* can be completed by the Transportation Systems Design Department and the Planning Department.

a. The minimum number of off-*street* parking spaces allowed for any commercial development shall be, 1 space per 200 square metres of gross floor area.

b. The maximum number of off-*street* parking spaces allowed for any commercial development shall be at the discretion of the City Engineer.

Commercial parking standards apply to Business, Administrative and Professional Offices and Banks, Retail Shops, Personal Service Shops, Cocktail Bars, Beer Parlours, Hotels, Motels, and Theatres.

13.1.2 That a parking management organization implement the policies and guidelines for parking in Downtown, specifically investigate such policies as joint-use parking. Information on these policies is documented in the Downtown Plan Working Paper, *Commercial Parking Study January 1980*.

13.2 Residential Parking

It is proposed:

13.2.1 That the *Land Use Bylaw* be amended to include the following residential parking standards for Downtown.

All general regulations in Section 66 of the *Land Use Bylaw* are to apply for residential parking. However, the specific amendment to the *Land Use Bylaw* will be by Statutory Plan Overlay and is as follows:

a. The minimum number of off-*street* parking spaces required for Apartment Housing, Linked Housing, Row Housing, Stacked Row Housing, Apartment Hotels, Community Housing (excluding senior citizens housing, notwithstanding the Use Class.)

(i) 0.5 parking spaces per bed-sitting room dwelling

(ii) 0.75 parking spaces per one bedroom dwelling

(iii) 1.25 parking spaces per two bedroom dwelling or larger.

Of the total number required, 1 guest parking space per every 7 dwellings must be readily available to an entrance of the building to be served, and must be clearly identified as guest parking.

The Development Officer may accept tandem parking spaces of a number that is equivalent to the total required parking, minus the total number of dwellings and minus guest parking. Guest parking spaces shall not be in tandem.

b. The parking requirements indicated in a. of this Section above may, at the discretion of the Development Officer, be reduced by up to 25% if such units are intended to provide housing for low or moderate income households and are funded for such a purpose by an appropriate government program, if in his opinion, such households will have lower car ownership rates.

c. The parking requirement for mixed commercial-residential buildings may be reduced by up to 25% of the combined total of the separate commercial and residential requirements, if in the opinion of the Development Officer, such a reduction is warranted by the shared use of spaces by the commercial and residential components of those buildings.

d. Uncovered parking adjacent to *streets* should be depressed from view and screened with planting. Where such parking is to be permanent, it should be covered, and have public open space developed on top of it.

e. Access to parking garages should be as unobtrusive as possible.

(i) Wherever possible, such access should be from lanes, not *streets*.

(ii) Where access is from *streets* rather than lanes, parking garage entrances should have doors located as near to the sidewalk as is possible or else have the entrance from the *street* at a right angle to the *street* and well-landscaped.

13.3 Other Parking Uses

13.3.1 All other uses including Industrial, Spectator Assembly (excluding Theatres), Educational, and Extended Medical Treatment Services shall adhere to the regulations of the *Land Use Bylaw*, Sections 66, 67 and 68.

14. PEDESTRIAN CIRCULATION

It is proposed:

14.1 That at-grade pedestrian connections be given first priority by both the public and private sectors by upgrading sidewalks, providing weather protection in the form of canopies and arcades, and constructing malls as defined in the Public Development component of this Bylaw.

14.2 That the Pedestrian Circulation System comprised of Public and Semi-Public Connections, as illustrated on Schedule F, replace the *Pedway Concept Plan* that was approved by City Council in 1977, and that the Pedestrian Circulation System be the basis for future planning and construction of pedestrian connections in Downtown.

This System does not differ drastically from the *Pedway Concept Plan*. It provides a more detailed plan of pedway alignments. One of the recommendations approved in the *Pedway Concept Plan* was "That the Planning Department, and the Engineering Department have primary responsibility in preparing a pedway bylaw or similar implementation document." This documentation is actually contained in this Area Redevelopment Plan and is the basis for future planning of pedways. The Pedestrian Circulation System changed the *Pedway Concept Plan* and these changes are documented in the Working Paper to the *Downtown Area Redevelopment Plan* called the *Pedestrian Circulation System*.

14.2.1 That the Public Connections, as illustrated on Schedule E, remain open the hours of operation of the Light Rail Transit System.

14.2.2 That the Semi-Public Connections:

a. between buildings remain open during the business or agreed upon hours of the adjoining buildings.

b. cross *streets* above- and below-grade in the Core Commercial Area.

c. cross *streets* below-grade in the Civic Centre.

d. that outside of the Core Commercial Area and the Civic Centre, Semi-Public Connections shall be permitted only connecting buildings within the same City block. These connections shall not cross Avenues or Streets.

14.3 Subject to 14.4, no above-grade pedestrian connections shall cross Jasper Avenue, 102 Street between 100 Avenue and 103 Avenue, 104 Street, 108 Street or the Rice-Howard Mall (100A Street and 101A Avenue).

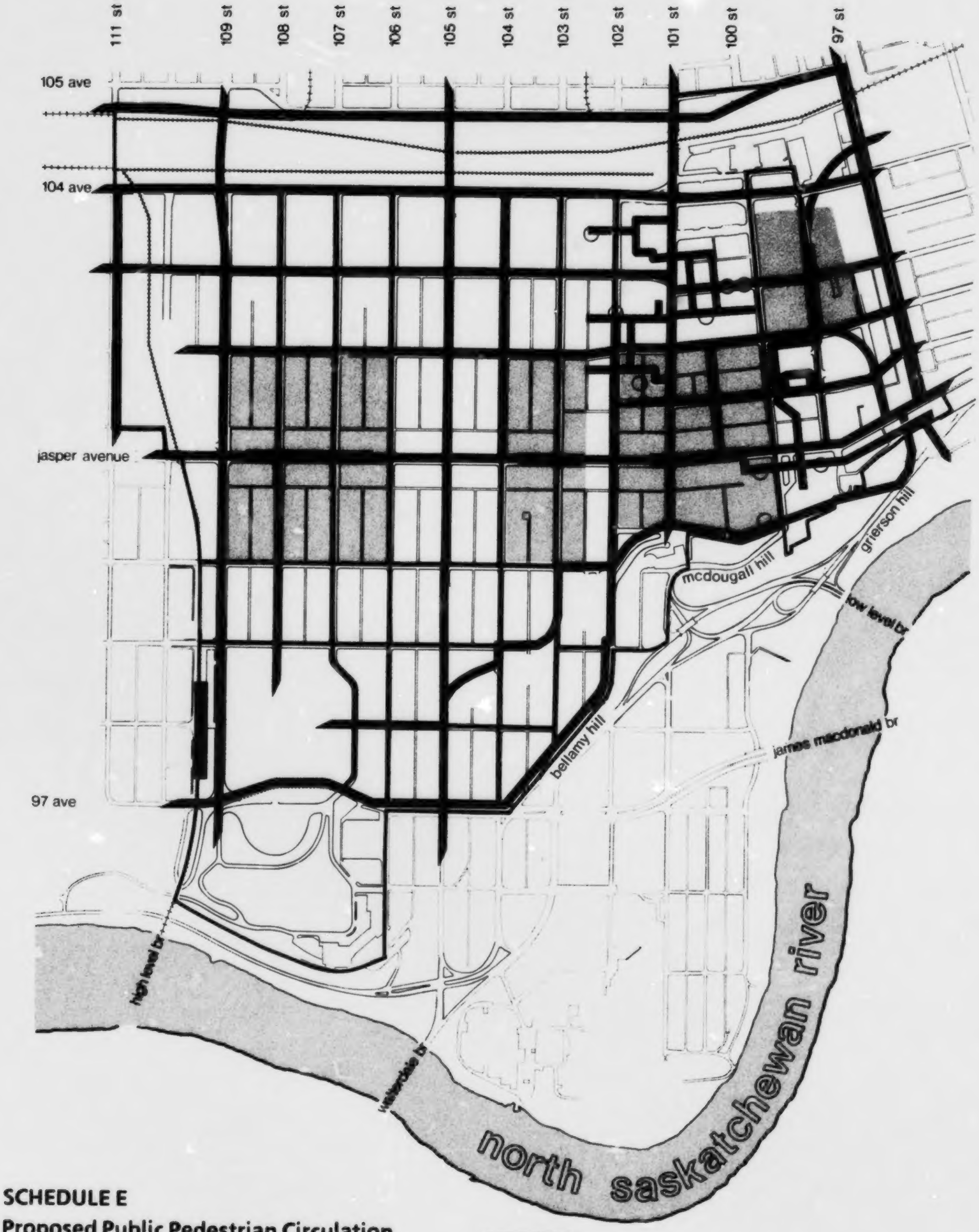
14.4 If previous to this Bylaw any commitments in Downtown have been made through Development Agreements that do not adhere to the Pedestrian Circulation System, those Development Agreements shall be honoured.

14.5 That any connections that are permitted in Downtown, if above- or below-grade, shall be located at least 120 metres apart (centre line to centre line of the connections) and shall not be located within 54 metres of any *street* intersection measured from the centre line of the *street* to the centre line of the pedestrian connection. Notwithstanding this, if there are physical constraints regarding the site and the applicant can clearly demonstrate the need for variance, the Development Officer may use his discretion in determining the location of the connection.

14.6 That within the Public Pedestrian Circulation System, the Council-approved Pedestrian Access Support System be modified and incorporated for improved pedestrian access to the pedways and the Light Rail Transit Stations through the Light Rail Transit Areas of Permission for Pedways as illustrated on Schedule E.

On 1981 01 13, City Council concurred that the Pedestrian Access Support System (PASS) be approved for use in preparing Development Agreements. The Planning Department made slight modifications to the PASS System to incorporate it into the Public Pedestrian Circulation System for the Downtown. The modifications are detailed in the Working Paper to the *Downtown Area Redevelopment Plan* called the *Pedestrian Circulation System*.

14.7 That the City encourage retail and service activities along and within below-grade pedways especially in Light Rail Transit Stations.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grierson hill
low level br
james macdonald br
bellamy hill
high level br
walterdale br
north saskatchewan river

SCHEDULE E
Proposed Public Pedestrian Circulation System

PUBLIC PEDESTRIAN CIRCULATION SYSTEM

▬ above grade pedways

▬ at grade pedestrian connections: 1st priority

▬ at grade pedestrian connections: 2nd priority

▬ below grade pedways

▬ LRT stations

▨ LRT areas of permission (PASS)

○ grade change

SEMI-PUBLIC PEDESTRIAN CIRCULATION SYSTEM

any connections occurring within blocks, but not crossing streets or avenues in downtown, except in the Civic Centre and Core Commercial Area

14.8 That existing and new above- and below-grade pedways be enhanced with signage, increased landscaping, *street* furniture, displays and artwork.

14.9 That the rent collected by the Real Estate and Housing Department for above- and below-grade pedways across City land be:

14.9.1 Placed in a separate account from the General City Fund and amounts be applied to upgrading the physical appearance, surveillance, and structure of the Public Pedestrian Circulation System, and

14.9.2 Waived in amount, time, and proportion in conjunction with the Development Agreement making pedestrian connection improvements to the Public Pedestrian Circulation System. These improvements would be such things as construction canopies or arcades to existing developments, or providing improved surveillance, landscaping and *street* furniture.

14.10 That the following continue from the approved *Pedway Concept Plan* to be the design standards for above- and below-grade pedways. These standards contain metric conversions and minor wording improvements from the *Pedway Concept Plan*. New proposals are marked with asterisks for easy reference.

14.10.1 Width

a. Width is to be determined for each location by analysis of flows and provided level of service; the minimum width should be 4.5 metres.

b. Corridor Working Width should allow 0.45 metres of "dead space" on each side of corridor.

c. Pedestrian occupancy factor should be 2.25 square metres per pedestrian, as this space enables pedestrians to move freely in any direction.

d. If a walkway is abutted by retail commercial space, an increase in width of 0.45 metres along the commercial frontage is required.

e. Any obstruction of the pedestrian path by *street* furniture or related items should be considered in calculating the working width.

f. The pedway width should be increased by 50% at the nodal points, i.e., activity concentrations, intersections and vertical access points. This increase in width shall allow for changes in direction, placement of *street* furniture, and variations in walking speeds.

14.10.2 Height

a. The minimum clear height should not be less than 2.7 metres excluding "permitted fixtures" (permitted fixtures include light fixtures, public directional signs and other such installations as may be required).

b. The height (H) width (W) ratios should not be more than 1:2.5 (W less than 2.25H).

c. Exceptional circumstances and requirements should be dealt with individually under the discretionary powers of the approving authority.

d. Since all Downtown roadways are designated truck routes, the minimum overpass clearance or height from the crown of the road to the underside of the bridge shall be 5.3 metres.

14.10.3 Change of Level

a. Drastic changes of level within the pedway network should be avoided. No single change in level greater than 5.3 metres shall be permitted unless it is supported by a mechanical device. Where possible, a gradual change in level should be accommodated within the structure which supports the pedway.

b. The walkway should not be sloped more than 5% in the direction of the path. If the gradient exceeds 5%, the walkway falls into the ramp category and should conform with the following regulations:

(i) Flights should not contain less than three or more than sixteen risers.
(ii) Treads should not be less than 0.28 metres deep.
(iii) Risers should not be more than 0.15 metres high.
(iv) The product of the rise and run should be 450 centimetres to 485 centimetres.

(v) The risers and treads must be uniform within the flight, and should be kept uniform within the stairway. Under no circumstances will significant differences within the stairway be allowed.
(vi) Stairs should have non-slip surfaces.
(vii) All other elements of stairs and ramps must meet current *National Building Code* regulations.
(viii) Exterior stairs and ramps should be protected from snow and ice accumulation by providing either cover, snow melting devices, or regular clearance.

14.10.4 Access Points

a. Where two pedways cross at separate levels, a level change between the two should be provided (stairs, escalator, etc.).

b. The number of service access (interchange) points between vehicular *streets* and pedways depends on adjacent uses and these are regulated in detail by the *Alberta Building Code*.

c. Provision should be made for access to the system by the handicapped.

14.10.5 Facilities

a. Pedestrian-oriented elements to be incorporated into or near the pedestrian connections include:

(i) Open space,
(ii) Public conveniences spaced at a maximum interval of 450 metres or of a five to six minute walk,
(iii) Public telephones,
(iv) Mail boxes,
(v) First aid facilities,
(vi) Fire prevention equipment,
(vii) Bicycle racks,
(viii) A standardized guide applied throughout the pedestrian circulation system, including directional signs, route directories and general information signs, and
(ix) Shopping areas should include perambulator parking, supervised play areas, and storage lockers.

14.10.6 Micro-Climate

a. Above-grade pedways are to be designed to minimally affect the quality of the micro-climate.

b. When the proposed development undergoes the wind tunnelling testing, the above-grade pedways will be part of the model.

c. Pedways are to be well-ventilated with necessary ventilation ducts.

14.10.7 Illumination

a. All pedways and malls should be designed to allow the maximum possible penetration of natural light.

b. Illumination of the pedways is subject to approval by the Edmonton Power Lighting Engineer.

c. For reference purposes, the following illumination levels are recommended:

(i) walkway path - minimum 21.53 lux
(ii) plazas - minimum 10.76 lux
(iii) stairs, ramps, and entrances designated for the handicapped, minimum 53.82 lux at floor level.

14.10.8 Drainage

a. All connections should be drained to the satisfaction of the City Engineer.

b. Recommended slopes for finished surfaces are:

(i) Absolute minimum of 10.42 mm per metre or 1%.
(ii) Recommended minimum of 20.62 mm per metre or 2%.
(iii) Recommended maximum of 30.56 mm per metre or 3%.
(iv) Absolute maximum of 41.65 mm per metre or 4%.

c. In order to drain pedestrian routes, gutters, downpipes, and such shall be accommodated within adjacent developments.

14.10.9 Electrical Services

a. Electrical services should be required on all pedestrian routes for lighting, signs, cleaning equipment, etc.

b. A special duct should be incorporated in all routes with provision for access points, junction boxes, switches, etc.

c. Details of electrical installations should be subject to the approval of the City Engineer.

14.11 That the following policy operations from the approved *Pedway Concept Plan* be retained for pedestrian connections.

14.11.1 Security

The following security recommendations are the same as those of the *Pedway Concept Plan* except for the addition of the first recommendation.

a. That the City, namely the Police Department, be responsible for the patrol and surveillance of the Public Pedestrian Circulation System.

b. That the private abutting properties be responsible for providing security in the Semi-Public Connections in a manner at least as consistent as the Public System.

c. That under the Development Agreement, the City may acquire the abutting properties to provide additional security, including

(i) closed circuit TV surveillance,
(ii) patrol surveillance,
(iii) audio surveillance.

d. That provision of security and its cost be shared like that of maintenance.

14.11.2 Maintenance

The following Maintenance Recommendations are the same as those of the *Pedway Concept Plan*:

a. That the abutting private buildings will provide the maintenance activities such as:

(i) cleaning
(ii) heating
(iii) lighting
(iv) decorating

That the Central Supply and Service Department under the Development Agreement process, reserve the right to assume the maintenance and charge back on a square metre basis the total cost to the abutting development or, re-assign the task to the second abutting development and require the first to provide 50% of the cost if the maintenance is unsatisfactory.

That the provision of maintenance for the advertising display equipment, excluding electricity, shall be the responsiblity of the City or its appointee.

14.11.3 Financing

The following Financing Recommendations are the same as those of the *Pedway Concept Plan*:

a. The City is not to be responsible for more than 20% of the capital cost of grade-separated pedway construction on public land and none of the capital costs on private land.

b. That the development which front-ends the costs of construction of a pedway connection shall recover 50% of the cost when the connecting development is constructed.

c. That the first developer shall provide maintenance and security and shall receive 50% of any of the operating costs when the connecting development is constructed.

15. PUBLIC UTILITIES AND SERVICES

It is proposed:

15.1 That development occurring within Downtown, prior to the proposed relief sewer construction (Utilities Improvement Program) scheduled for completion in 1988, be required to limit storm run-off to that of the existing level by using on-site retention, either on rooftops or in parking lots.

A detailed hydraulic study is currently underway by the Water and Sanitation Department to determine the exact location and the amount of relief required in Downtown. This study is scheduled for completion by the end of 1981.

15.2 That the water supply needs of Downtown be monitored so that areas requiring an increase in supply could easily be identified.

15.3 That electrical power, telephone, and natural gas services be monitored in Downtown in order to determine whether an adequate level of service can be provided, particularly in those areas of intense development and redevelopment.

15.4 That the City strive for a more energy-efficient Downtown by continuing to research and implement, wherever feasible, alternative heating systems like that of the proposed District Heating System by Edmonton Power.

15.5 That overhead wiring be relocated underground wherever possible.

15.6 That the City acquire land for the placement of the power distribution systems as dictated by Edmonton Power.

15.7 That school facilities within Downtown be expanded if the need is determined by the Public and Separate School Boards.

15.8 That the impact of residential development in Downtown Edmonton be carefully monitored, in order to provide social services as required.

15.9 That Daytime Child Care Services as defined in this Bylaw be exempt from the floor area ratio calculations in Downtown developments.

16. HERITAGE CONSERVATION

The following sub-sections describe the proposals which comprise the Heritage Conservation Program for buildings of architectural and historic interest in Downtown.

16.1 The Inventory of Buildings of Architectural and Historical Interest

It is proposed:

16.1.1 That City Council recognize the following inventory of buildings, as buildings of architectural and historical interest.

It is necessary to differentiate between buildings which are of limited importance to Downtown, and those which are of primary interest to the character and identity of Downtown. The Parks Canada System was used to evaluate architectural and historical resources in Downtown. The structures selected as being of primary architectural and historic interest are listed in the Register of Heritage Buildings for the Downtown. The Register will be kept and maintained by the Edmonton Historical Board in cooperation with the Planning Department.

The Planning Department has recognized this Register of Heritage Buildings as constituting those which will be considered for retention and for which all alternatives for their conservation will be explored. However, it must be noted that this is not a list of designated heritage buildings, or of buildings to be designated. It is an identification list to increase public awareness and concern about the presence of these reminders of Edmonton's first century as a municipality. This list of buildings will be a major component of the City's Heritage Conservation Program. Buildings on this list are referred to as Listed Heritage Buildings in this Plan.

A supplementary list of buildings is included in the *Downtown Area Redevelopment Plan Bylaw* Working Paper, *Downtown Heritage Conservation.* It represents buildings of some architectural and historical interest which should be retained if possible.

16.1.2 That 104 Street between Jasper Avenue and 104 Avenue, because it contains many buildings of architectural and historic interest, have its architectural and historic qualities enhanced by encouraging retention and preservation of historic facades, compatibility of design of new structures to complement the character of heritage buildings, and improvement of the pedestrian environment.

16.2 Proposals to Promote the Conservation of Heritage Resources

16.2.1 Municipal Designation

It is proposed:

16.2.1.2 That under the *Historical Resources Act* of Alberta, City Council should designate buildings or groups of buildings as Municipal Historic Resources or Municipal Historic Areas when appropriate.

At present, such a designation requires that the City compensate the owner for any loss of economic value resulting from designation. Designation is therefore a means to preserve a building, but not the most attractive means since it may require compensation. When other means of preservation have been successful, as viewed by both the City and the Listed Heritage Building's owner, it would be possible to designate such a building as a Municipal Historic Resource to recognize its importance to the City.

16.2.2 Development Incentives

It is proposed:

16.2.2.1 That Development Incentives be given for the retention and rehabilitation of Listed Heritage Buildings. They will provide a basis for negotiation between the Development Officer and prospective developers when a Listed Heritage Building is endangered by potential development. The following Development Incentives are proposed to achieve building preservation without prejudicing the owners' opportunity for monetary gain:

16.2.2.2 Retention Incentives

The City shall encourage the retention and rehabilitation of Listed Heritage Buildings by allowing the transfer of land-use density (FAR) potential from the site of a Listed Heritage Building, to an adjoining site or to another site within the boundary of the *Downtown Area Redevelopment Plan Bylaw*. This will only be considered through a procedure which involves the simultaneous redistricting of the site of the Listed Heritage Building to DC1, Direct Development Control District. This will ensure retention of the Listed Heritage Building, as well as sensitive development of additional floor area in an area where land use intensities are generally lower. There shall be no requirement for an amendment to the *Downtown Area Redevelopment Plan Bylaw*, provided that the simultaneous redistricting conforms to the following guidelines.

When the owner of a Listed Heritage Building agrees to incorporate the building or its most architecturally significant portion into a new development on the same site, or where the owner agrees to develop a new building on a site separate from the Listed Heritage Building and preserve that building, the owner shall apply to have that portion of the site(s) excluding the Listed Heritage Building redistricted to DC2. As part of the negotiation of the DC2 District, the maximum gross commercial floor area considered for the DC2 District shall be one of the following:

a. the permitted floor area of the DC2 site plus a bonus of twice the unused permitted floor area of the DC1 site of the Listed Heritage Building, or

b. the permitted floor area of the DC2 site plus a bonus equal to twice the existing floor area of the Listed Heritage Building,

c. provided that in a. or b. of this Section above, the maximum floor area shall not exceed the following limitations:

(i) where a Listed Heritage Building is incorporated into a new development on the same site, the maximum floor area of the combined DC1 and DC2 sites with bonus after redistricting shall not exceed 125% of the floor area permitted on the combined DC1 and DC2 sites prior to redistricting.

(ii) where an owner agrees to develop a new building on a site separate from the Listed Heritage Building and preserve that building, the maximum floor area of the DC2 site shall not exceed 125% of the floor area permitted on the DC2 site prior to redistricting.

Use of the 125% ceiling implies a 25% limit on the amount of the floor area bonus. Where more than one site may be redistricted DC2 to receive the bonus of additional floor area from the one DC1 site, the 25% bonus limit shall be divided by the number of DC2 sites, and shall be applied in the same manner as the 25% bonus limit.

In conjunction with the redistricting of the site(s) to DC2, the owner shall agree that the portion of the site(s) containing the Listed Heritage Building shall be redistricted DC1 and designated as a Municipal Historic Resource under the *Historical Resources Act* of Alberta. As part of this redistricting, use(s) and development criteria for the Listed Heritage Building shall be established to the satisfaction of the City, and the owner shall also agree that the bonus floor area provided under (a) or (b) of this Section above as a development incentive is satisfactory compensation for any possible decrease in economic value resulting from municipal designation under Section 24 of the *Historical Resources Act* of Alberta.

The method of simultaneous redistricting as outlined above offers a number of advantages. It allows for the full use of the Listed Heritage Building, the excess potential of the site transferable to either another separate site or to the remainder of the site incorporating the Listed Heritage Building. Further, it is not necessary for the site(s) to be owned by an individual, providing all owners and the City enter into an appropriate agreement through the redistricting procedure. Finally, the use of the DC2 District allows for appropriate relaxation of use and development regulations as deemed appropriate by the Development

Officer, where such relaxations would still permit development consistent with the objectives of the Downtown Plan.

16.2.2.3 Use Bonus/Incentives

It is proposed that a developer who owns a Listed Heritage Building in Mixed-Use Areas III, IV, or V be permitted to increase the commercial floor area of his development if he retains the Listed Heritage Building.

a. The owner/developer of a site with a Listed Heritage Building, or a consolidated site containing a Listed Heritage Building, in Mixed-Use Area III, IV, and V may convert the residential component of his allowable mixed-use density to a commercial component and add it to his base commercial density (the mixed-use commercial bonus may not be utilized in this case).

Conversely, the owner/developer may convert his base commercial component plus the mixed-use commercial bonus to a residential component, and add it to the allowable residential component, if he desires an all-residential development.

b. Any development sites in Mixed-Use Areas III, IV, or V which incorporate a Listed Heritage Building or are recipients of additional commercial floor area transferred from Listed Heritage Buildings under the Retention Incentives shall not utilize the Use Bonus/Incentive.

16.2.2.4 Relaxation of Parking, Loading and Amenity Area Requirements

In considering a development permit application for commercial renovations for a building constructed prior to 1940, it is proposed that the Development Officer may grant variances for amenity area, off-*street* parking, and loading and unloading space requirements. The development will be required to provide only the parking, loading and unloading, and amenity areas which existed at the date of the application.

In the case of a building listed in the Register of Heritage Buildings of Edmonton, further reductions in the parking requirements for new construction incorporating the building may be available upon application, if it can be demonstrated that the proposed development cannot accommodate the required number of vehicles due to design problems caused by the incorporation of the Listed Heritage Buildings. The parking requirement for the new construction component of a development incorporating a Listed Heritage Building may be reduced to fifty percent of that which would normally be required by the *Downtown Area Redevelopment Plan*.

Within the boundary of the plan there are many buildings which are not listed in the Register of Heritage Buildings of Edmonton but nonetheless provide interest and diversity to the form of the Downtown. They provide a visual relief to structures which have been developed in recent years. To encourage their re-use and renovation it is proposed that the parking, loading and amenity area requirements also be relaxed for such development. These relaxations should apply only to buildings constructed prior to 1940.

An existing building constructed prior to 1940 may be allowed an addition to the existing floor area of a maximum of 5% and still be eligible for the relaxation of parking, loading and unloading, and amenity area requirements of the *Land Use Bylaw*. Any addition to such a building in excess of 5% will be subject to the requirements of the *Land Use Bylaw*.

16.2.3 City Office Space Requirements

Much of City office space requirements will occur in the Civic Centre and Core Commercial Areas, both of which have a number of Listed Heritage Buildings.

It is proposed that the City's need for space and other accommodation be satisfied by purchasing or leasing Listed Heritage Buildings for appropriate uses.

16.2.4 Design Guidelines for New Development

It is proposed that these Design Guidelines, listed below, will be used by architects and developers who will be building adjacent to a Listed Heritage Building or who will be incorporating such a building into a new development.

The intent here is not to design a contemporary building which imitates the features of the Listed Heritage Building, but rather to design a new structure in order to enhance the composition of both. Since older structures are usually smaller and more ornate than modern ones, it is often desirable to design a modern structure which is understated and does not attempt to compete with the older structure by means of its own design features. It may be desirable for the new structure to serve as a backdrop for the older building.

a. New buildings which incorporate or are adjacent to a Listed Heritage Building should in many cases, depending on the actual form of the Listed Heritage Building, be designed in a podium-plus-tower composition which relates the podium portion to the height and other design features of the Listed Heritage Building:

- (i) Heights of cornices, string course, (distinctive horizontal lines on a building facade forming part of the design), and each storey,
- (ii) Proportion of the facade or parts thereof,
- (iii) The rhythm of window openings, pilasters, or other vertical design elements on both the ground and upper storeys,
- (iv) Building materials (type, colour and texture),
- (v) Architectural detailing how the various elements of the structure are put together,
- (vi) Scale - how the sizes of various units of construction (such as bricks or windows) relate to the size of a person, and
- (vii) Directional expression of facades - most older buildings have a vertical character to their facades and window treatment.

b. The podium-plus-tower alternative will not be appropriate in all cases. Where another alternative is required and a podium is not desirable, or where the Listed Heritage Building must relate directly to a tower, the relationship of design elements suggested in sub-paragraph a. above remain applicable, as do sub- paragraphs c. through f. below.

c. The facade of the podium portion of a new development should be set back from that of a Listed Heritage Building. Where such an overall setback is not possible and both facades are on the same or nearly the same plane, a physical architectural separation, such as a recess, may be needed to distinguish the two facades.

d. The tower portion of a new development which includes or is adjacent to a Listed Heritage Building should be set back from the line of the facade of the Listed Heritage Building, to allow the Listed Heritage Building to appear to be standing independently to the greatest extent possible, and to avoid the Listed Heritage Building being dominated by the tower when viewed from pedestrian level.

e. The facade of the tower portion should be as architecturally unobtrusive as possible, and any distinctive elements to be applied to the design and materials of the tower facade should be derived from and be complementary to the facade of the Listed Heritage Building.

f. Landscape elements should be extensively used to visually integrate a Listed Heritage Building and an adjacent newer structure. These elements include the varieties of plant materials used, structures such as retaining walls and plant containers, and paving colours, textures, and materials.

16.2.5 Other Methods to Promote Heritage Conservation

It is proposed that other methods of promoting heritage conservation be explored as part of the City-wide heritage program which began in January of 1981, based upon the report of the Ad-hoc Committee on Historic Preservation adopted by Council, in part, on 1980 02 26 and, in full, on 1980 08 12.

These methods may include property tax relief, covenants, purchase and resale of heritage properties, facade easements, a development rights bank, revolving funds for rehabilitation loans, an historic resources foundation, and municipal grant programs, among others.

The viability of any method will depend on what can be accomplished under existing legislation, and what changes in legislation may be needed. For example, any form of property tax relief must be in accordance with the *Municipal Taxation Act*.

These other methods will be explored through the City's Heritage Program now underway.

17. PUBLIC DEVELOPMENT

17.1 General

The Plan for Public Development, Schedules G1 and G2, illustrate the locations of the public development proposals described herein. These proposals will require detailed feasibility studies which would evaluate the impact of the proposals, determine costs, and provide sufficiently detailed plans which can be tendered to private consultants and/or directed to the appropriate City departments for the production of final construction drawings. Detailed guidelines for the design, construction funding, maintenance and staging of the public development proposals are provided in the Plan for Public Development Working Paper.

17.1.1 Landscaping

It is proposed:

a. That landscape treatment consider the four seasons in Edmonton to maximize the public appreciation and micro-climate usefulness of that landscape treatment,

b. That landscape treatment enhance, and not obstruct major views,

c. That all existing healthy mature trees adjacent to the property being developed must be preserved. If new development threatens existing trees, they must be protected to ensure their survival during the construction period,

d. That a wide range of plant materials (trees, shrubs, flowers, and ground covers) and landscape and streetscape elements be used in Downtown to create a diverse and attractive environment,

e. That water features such as fountains, water walls and reflective pools and public art be encouraged,

f. That planting and other landscape treatments complement and enhance the particular qualities existing or desired in an area,

g. That plant materials such as trees, vines, or murals be used to relieve blank walls,

h. That special areas be developed adjacent to points of interest such as significant views and historic buildings to provide a place for pedestrians to stop, rest, talk, or reflect upon the object of attention,

i. That areas with very high pedestrian concentration provide space and a suitable environment for restaurants and cafes, vending kiosks, and for public gatherings such as small band concerts, exhibitions, or public meetings, in addition to the expected retail activity, and

j. That art in the form of such things as sculpture, mosaics, paintings, and graphics be introduced into Downtown.

17.1.2 *Street* Trees

It is proposed:

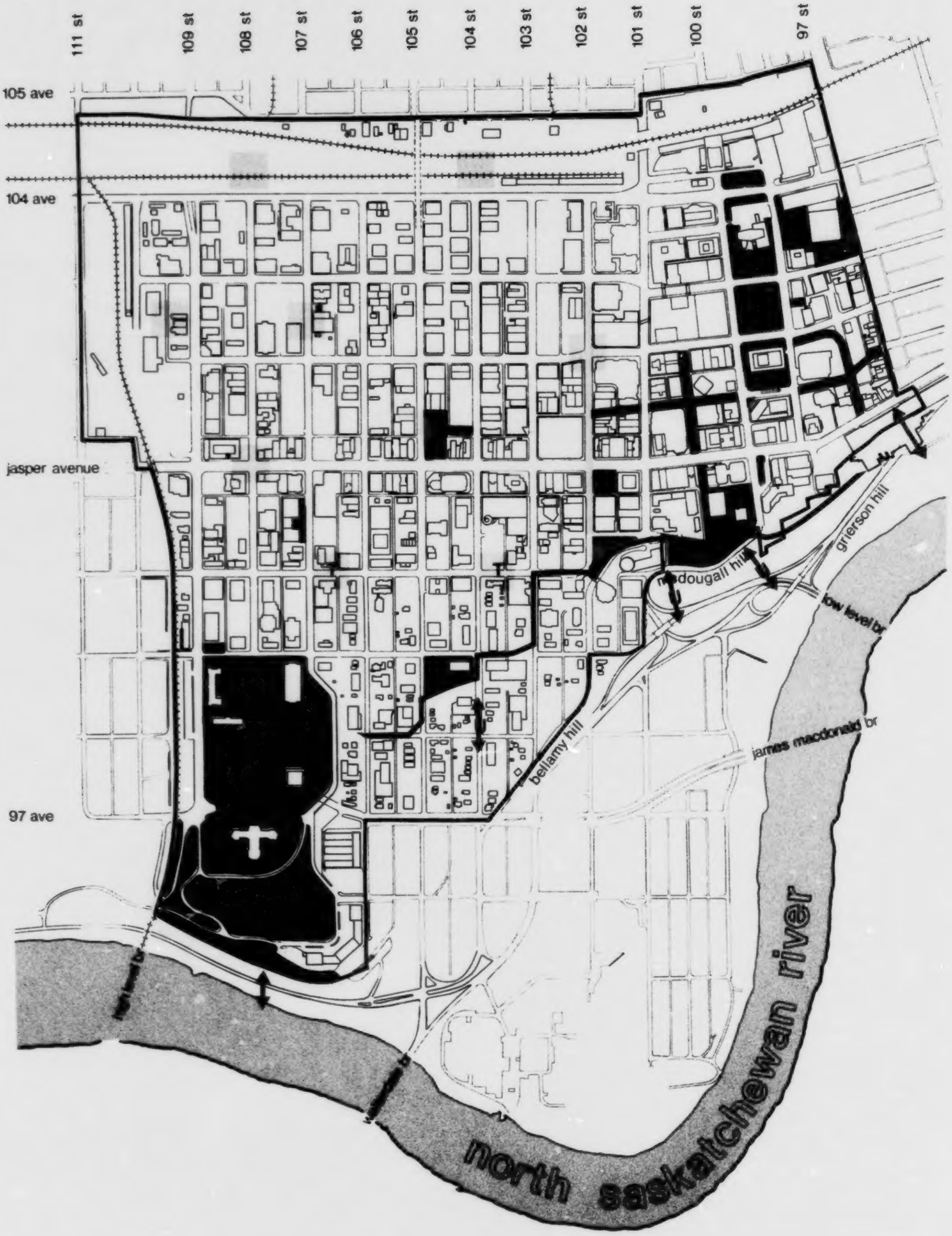
a. That *street* tree planting be in-ground rather than in planter boxes, and be of, as a minimum, a 7.6 cm caliper, and species be selected on the basis of hardiness and recuperative powers,

b. That devices for maintaining aeration and growth around the trunks should be designed to reflect the particular characters of the distinctive Downtown Character Areas,

c. That *street* tree planting be introduced on all *streets* with priority on those *streets* which have high pedestrian traffic or lend themselves to boulevard treatment,

d. That coniferous species be employed where appropriate, and

e. That infill tree planting occur on an on-going basis along *streets* with existing mature trees to augment the *street* landscaping and to accommodate the natural succession of growth and decay.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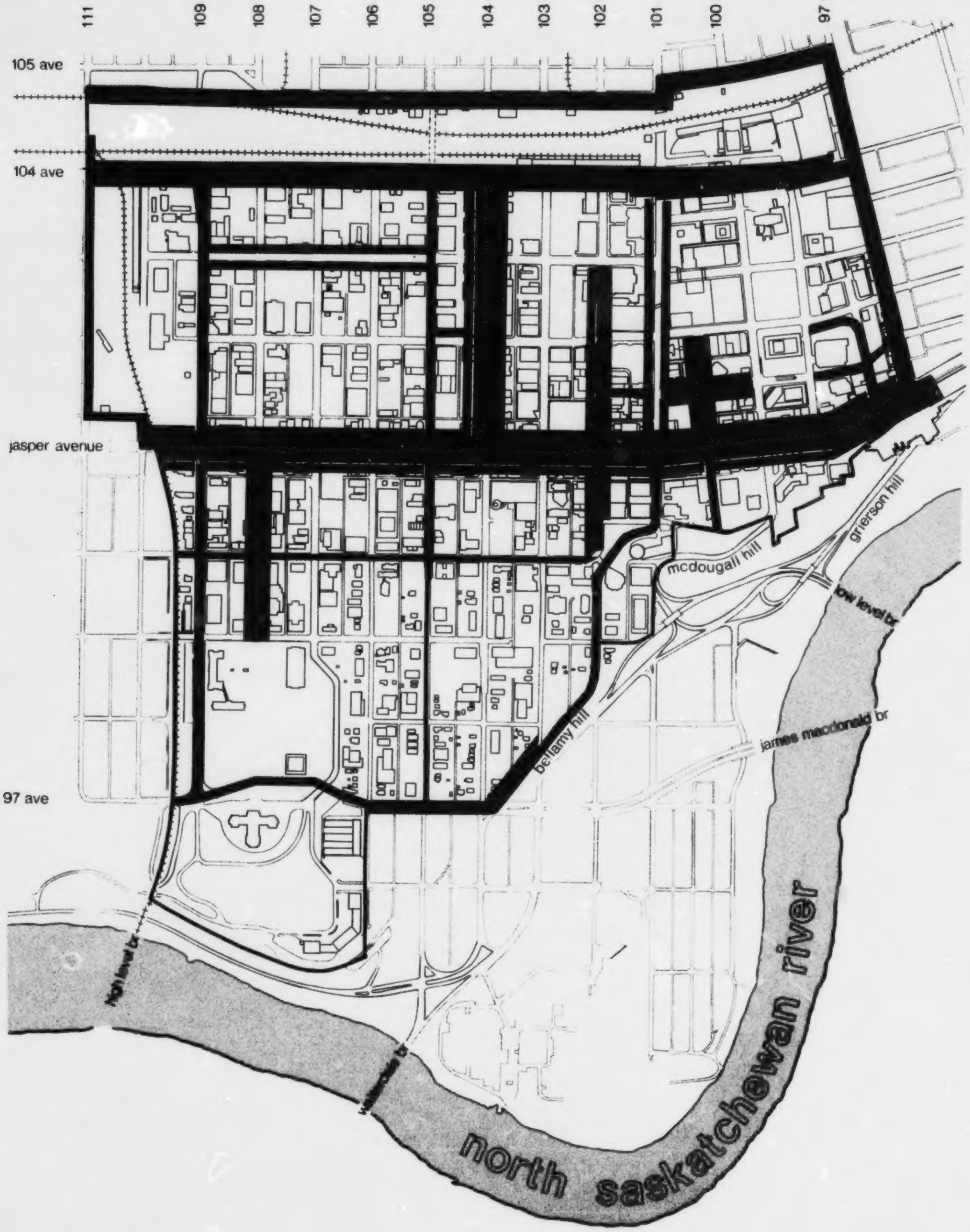
108 st
107 st
106 st
105 st
104 st
103 st
102 st
101 st
100 st
97 st
105 ave
104 ave
jasper avenue
97 ave
macdougall hill
grierson hill
low level br
bellamy hill
james macdonald br
north saskatchewan river

SCHEDULE G1
Proposed Public Development

■ existing parks
░ proposed parks
■ plazas
■ malls
▒ semi-malls

■ through block connection
▬ heritage trail
↔ pedestrian access points
T temporary
U upgraded


111 st
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107 st
106 st
105 st
104 st
103 st
102 st
101 st
100 st
97 st
105 ave
104 ave
jasper avenue
97 ave
mcdougall hill
grierson hill
low level br
bellamy hill
james macdonald br
high level br
walterdale br
north saskatchewan river

SCHEDULE G2
Proposed Public Development

■ sidewalk widening
■ weather protection
■ special landscape treatment
■ proposed sidewalk construction

17.1.3 *Street* Furniture

It is proposed:

a. That the *Street Furniture II Working Paper* be consulted prior to final design selection and placement of any *street* furniture element(s),

b. That *street* furniture elements be in scale with their surroundings and should be designed and located considering all aspects of the location: sunlight, wind, views, and pedestrian and vehicular traffic,

c. That suitable lighting be provided in all public areas to ensure that such areas remain attractive at night and encourage active and safe use of these areas, and

d. That lighting fixtures should be designed to enhance the distinctive character of the Downtown Character Areas.

17.1.4 Paving

It is proposed:

a. That the sidewalk paving material be maintained across the *street* at sidewalk level with the vehicular *street* sloping up to and down from the crossing, where appropriate at crossings of high pedestrian activity,

b. That at less important pedestrian crossings, the paving material of the sidewalk be maintained across the *street* at *street* level where appropriate,

c. That where curb lanes are not required by transit vehicles or exclusive vehicular turning lanes are not required, the *streets* be narrowed at the point of crossing and the sidewalk paving extended across this area,

d. That where sidewalks adjoin other pedestrian areas, such as through-block at-grade pedestrian connections, pedestrian malls, and plazas, the sidewalks and other areas be integrated in both design and paving materials,

e. That in addition to appearance, paving materials be chosen for their ability to endure heavy traffic and extreme weather conditions, and for footing they provide when wet or icy,

f. That uniform co-ordinated paving materials be used to differentiate and reinforce distinctive Downtown Character Areas,

g. That the type, colour, texture, and pattern of materials chosen for sidewalk paving be complementary to the materials of the adjacent buildings, and extend between the roadside curb and the building face, into, or across any open space, plaza, or pedestrian mall, and

h. That where concrete is the preferable material for economic reasons, concrete surfaces be relieved by the insertion of other paving materials to create a pattern.

17.2 Parks and Open Spaces/ Redevelopment Levy

The following are proposed for the provision of parks and open spaces in Downtown and to complement the *Parks Master Plan* prepared by the Parks and Recreation Department in 1980.

17.2.1 General Guidelines

It is proposed that the following guidelines be considered in the acquisition and development of space for public parks and open space in Downtown.

a. Public open spaces in Downtown should accommodate the following functions:

- (i) they should be aesthetically pleasing through attractive design, siting and landscape and streetscape components,
- (ii) waiting places, such as transit zones, should be designed to be comfortable and readily identifiable for persons arranging to meet Downtown,
- (iii) areas for orderly assembly should be provided,
- (iv) safe, convenient, attractive pedestrian routes through

Downtown and into the River Valley should be provided,

(v) areas and facilities should be provided for both passive and active recreation for both individuals and groups,

(vi) areas should be provided for rest and relaxation,

(vii) personal service facilities for information, child care, drinking water, and washrooms should be provided, and

(viii) facilities for the sale and consumption of food and beverages should be provided.

b. Public open spaces should be located to serve concentrations of users. In the case of open space provided for residential users, this involves the acquisition of land strategically located to service the surrounding population. In more heavily used commercial- office areas, public spaces should be located where pedestrian traffic is highest and where people prefer to congregate.

c. Public open spaces should be visible, and physically accessible to the public, and be readily perceived as being public space.

d. Public open spaces should be adaptable to the changing needs of the users.

e. As Downtown public spaces, they should be appropriately urban in design and present a distinctive image.

f. Public open spaces should be located to ensure that surrounding development does not create uncomfortable wind conditions.

g. Public open spaces should be located to ensure adequate amounts of sunlight throughout the day, particularly at times of greatest use.

h. Public parks and open space should be located along routes of high pedestrian flows, and should be located at strategic intersections of the *street* grid.

i. All facilities, walkways, structures and buildings associated with public open space shall meet the requirements of the physically handicapped as identified in the *National Building Code*.

j. All malls and similar pedestrian areas should be designed to minimize the effects of:

(i) wind-tunnelling,

(ii) rain, snow, and dust,

(iii) overshadowing by adjacent structures, and

(iv) traffic noise and pollution.

17.2.2 Acquisition

It is proposed that the following parks and open spaces be acquired and developed.

a. The City should acquire land centrally located in the Core Commercial Area, through exchange of City-owned lands or Development Agreement in large-scale redevelopments, for a permanent park site of 1500 to 2500 square metres.

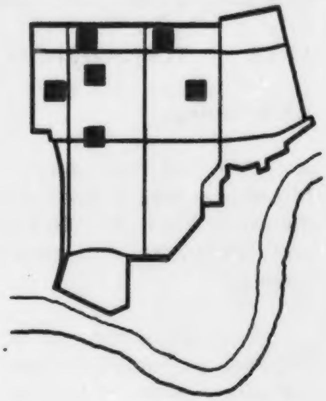
b. The City should acquire 5,000 square metres of park land central to Mixed-Use Area IV (107 Street between 102 and 103 Avenues) using in part funds collected by the Redevelopment Levy.

c. The City should acquire land at Jasper Avenue and 108 Street at the proposed Light Rail Transit station entrance(s), for a plaza(s) of 1,500 to 2,500 square metres through Development Agreement.

d. The City should acquire land in the C.N. Mixed-Use Area (two parcels: 5,000 to 8,000 square metres at 104 Street and 104 Avenue, and 1.0 to 1.5 hectares at 108 Street and 104 Avenue), through a 10% open space dedication as required in the Subdivision and Transfer Regulations for individual parks or several parks whose total area is equal to 10% of the developable site, and an additional 5% where density will exceed 30 dwelling units per hectare of developable land.

e. The City should acquire 7,000 to 11,000 square metres of land in the C.P. Mixed-Use Area through a 10% open space dedication as required in the Subdivision and Transfer Regulations for individual parks or several parks whose total area is equal to 10% of the developable site, and an additional 5% where density will exceed 30 dwelling units per hectare of developable land.

f. In addition, it is proposed that the City consider, on an individual basis, the acquisition of any smaller parcels of land that would supplement the evolving open space system in Downtown.



17.2.3 Upgradings

It is proposed that the following parks and open spaces be upgraded in terms of design and facilities to maximize their usability, appearance, and accessibility as per the Downtown Working Paper: ***Plan for Public Development***.

a. Sir Winston Churchill Square

b. McKay Avenue School grounds

c. The area along the south side of Macdonald Drive between McDougall Hill and the Chateau Lacombe (known as the McDougall Hill Viewpoint)

d. Centennial Library Plaza

e. Law Courts Plaza

17.2.4 Divestments

In the advent of redevelopment of the Police Building, the Parks and Recreation Department should consider divestment of the property south of Chancery Hall (Reserve Lot 3P, Block 4, Plan 1737 NY) on 99 Street, to finance the acquisition or improvement of parks and open spaces in more deficient areas of Downtown.

17.2.5 Temporary Parks

It is proposed:

a. That two temporary parks be acquired in Mixed-Use Area I, each 750 to 1,000 square metres in area, on 100 Avenue between 102 and 105 Streets, and between 105 and 108 Streets.

b. That in addition, other sites as they become available to the City for use as temporary parks, should be evaluated by the Parks and Recreation Department in terms of cost/benefit on an individual basis.

c. That the existing on-street mini-park system in Downtown should be maintained, with locations being revised annually on the basis of identified need.

17.2.6 Classifications

It is proposed that the Parks and Recreation Department investigate the possibility of creating a special open space classification, for non-neighbourhood oriented parks and open spaces in Downtown.

17.2.7 Names

It is proposed that the Parks and Recreation Department Names Committee be directed to name or rename the following parks and open spaces:

a. the area along the south side of Macdonald Drive between McDougall Hill and the Chateau Lacombe,

b. the Post Office Clock Tower Plaza in front of the Westin Hotel, and

c. Cenotaph Park at Macdonald Drive and 102 Street, the former site of the Cenotaph.

d. In addition to the above, all new and designated parks and open spaces, including malls and semi-malls, should be named for ease of orientation and convenient reference.

17.2.8 Micro-climate Testing

It is proposed that micro-climate testing studies be conducted in the design process of all parks and open spaces in Downtown, to ensure maximum comfort in the use and enjoyment of those spaces.

17.2.9 Pedestrian Malls

It is proposed that two malls be developed in Downtown.

a. The Rice-Howard Mall (100A Street and 101A Avenue) including extensions south of Jasper Avenue to Macdonald Drive, south of the Centennial Library, and ultimately west to the 102 Street Semi-mall.

b. East-west and north-south pedestrian malls with a central plaza as part of the Southeast Civic Centre proposal.

17.2.10 Pedestrian Semi-malls

It is proposed that a semi-mall be developed on 102 Street between Macdonald Drive and 103 Avenue, accommodating limited access for transit, emergency, and service vehicles, and vehicles requiring access to existing parkades with entrances along 102 Street on a reduced roadway.

17.2.11 Through-block Connections

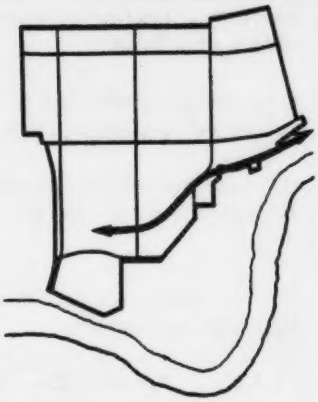
Two through-block connections, open-air or enclosed, are proposed to provide convenient through-block access to pedestrians. These are:

a. A south extension of the Rice-Howard Mall between Jasper Avenue and Macdonald Drive, and

b. A connection between the Rice-Howard Mall and the 102 Street Semi-mall.

17.2.12 The Heritage Trail

It is proposed that a pedestrian trail, to be called The Heritage Trail, be constructed in conjunction with a bikeway, to connect the Legislature to the Convention Centre along a route following the top-of-the-bank of the River Valley to the greatest extent possible. The Heritage Trail should not require any property acquisition, but will require some easements on both private and public properties. The Heritage Trail shall be designed by the Planning and Parks and Recreation Departments, and that upon design approval from City Council, the City Departments of Engineering, Parks and Recreation, Planning, and Real Estate and Housing shall obtain the necessary rights-of-way and develop the Heritage Trail through the Departments' capital budgets.



17.2.13 Access into the River Valley

Pedestrian access into the River Valley should be improved, including at the following points by:

a. providing a pedestrian bridge over River Valley Road south of the Legislature,

b. upgrading the stairway system into the River Valley at 104 Street and 99 Avenue,

c. upgrading the existing stairway east of the Chateau Lacombe,

d. upgrading the stairs south of the Macdonald Hotel, and

e bridging over Grierson Hill Road south from the Convention Centre.

17.2.14 Recreation Facilities

It is proposed that the City encourage the provision of public and private recreation facilities including plazas, squares, playing fields, roof-top or terrace gardens, indoor gardens, courtyards, malls, and atriums in new developments, and develop recreation amenity standards for residential developments in Downtown.

17.2.15 Reserve Land/Redevelopment Levy

It is proposed:

a. That the reserve land that is dedicated be used for parks purposes only.

b. That monies collected from the redevelopment levy be used to provide land for parks or land for new or expanded recreational facilities.

c. That no reserve land or redevelopment monies collected be allocated to either school board.

d. If reserve land is to be dedicated then the redevelopment levy will not be imposed upon the same development.

17.3 *Streets*

17.3.1 Conservation

It is proposed that the existing system of public *streets*, lanes, and associated air rights be conserved by not selling or leasing them unless:

a. the City receives an equal area of Downtown land at *street* level for public use in exchange,

b. the area of the land received is able to perform a function at least as important as the area sold or leased,

c. the area received is open to the sky or protected by glass skylights,

d. utilities from *streets* and lanes are relocated and the costs borne by the developer, and

e. all the above four conditions are secured by a legal agreement.

17.3.2 Access to Downtown

It is proposed that pedestrian access between Downtown and the residential areas to the west and north of Downtown, be improved by the provision of access points with the redevelopment of both the C.P. and C.N. lands, and the upgrading of existing pedestrian access points to Downtown.

17.3. Sidewalk Construction and Upgrading

It is proposed:

a. That sidewalks be constructed where they presently do not exist along 103 Avenue between 104 and 109 Streets, along the north side of 102 Avenue between 104 and 105 Streets, along 104 Avenue between 109 and 111 Streets, and along the north side of Bellamy Hill Road between 103 and 104 Streets.

b. That all other sidewalks in Downtown should be upgraded so that they are properly surfaced without irregularities, hazardous grates, or any variations in grade, properly drained to prevent puddling, paved with materials chosen for durability and non-slip qualities, especially when wet, and without excessive grade differences between curb and *street*.

17.3.4 Sidewalk Widenings

It is proposed that the following sidewalks be widened:

a. 101 (Jasper) Avenue for its full length through Downtown from 97 Street to the C.P. tracks,

b. 108 Street south of 101 (Jasper) Avenue to 99 Avenue, to be called Capital Boulevard,

c. 104 Street between 101 (Jasper) and 104 Avenues, to enhance this street with the largest number of architecturally and historically significant buildings in Downtown along its length,

d. the west sidewalk along 97 Street between 101 (Jasper) and 105 Avenues, as part of the widening of 97 Street,

e. 103A Avenue, between 97 and 101 Streets,

f. 104 Avenue between 101 and 111 Streets, as part of the redevelopment of the C.N. lands,

g. the south sidewalk along 105 Avenue between 97 and 111 Streets, as part of the redevelopment of the C.N. lands, and

h. the east sidewalk along 111 Street, as part of the redevelopment of the C.P. lands.

17.3.5 Sidewalks During Construction

It is proposed that all temporary walkways adjacent to construction projects or arcaded walkways along the hoardings must have an unobstructed width equal or greater than the previously existing sidewalk's unobstructed width, to allow convenient and comfortable pedestrian movements, and that the pavings must be smooth and properly drained.

17.3.6 Continuous Weather Protection At-Grade

It is proposed:

a. That developments be encouraged to incorporate glass or opaque awnings, colonnades, and arcades to provide pedestrians with shelter from the elements and to enhance the walking and shopping environment. The continuity of protection must be maintained between buildings, but not necessarily using an identical weather protection system.

b. That continuous at-grade weather protection be provided for both sides of the following *streets*, to be constructed by, and as part of any redevelopment on these *streets*:

- (i) 101 (Jasper) Avenue between 97 and the C.P. tracks,
- (ii) 101 Street between 101 (Jasper) and 104 Avenues,
- (iii) 102 Street south of 103 Avenue,
- (iv) 104 Street of 101 (Jasper) Avenue, and
- (v) 100A Street and 101A Avenue (the Rice-Howard Mall)

17.3.7 Special Landscape Treatment

Special landscape treatment is proposed for all pedestrian malls, semi-malls and widened sidewalks. It is also proposed for other *streets* which have an existing streetscape quality to be maintained, a potential boulevard quality, or to emphasize the view to the Legislature Building.

The followng *streets* are proposed for special landscape treatment:

a. 97 Street between 101 (Jasper) and 105 Avenues (west side),

b. 100A Street and 101A Avenue (the Rice-Howard Mall),

c. 102 Street between Macdonald Drive (100 Avenue on the west side) and 103 Avenue (the 102 Street Semi-mall),

d. 104 Street between 101 (Jasper) and 104 Avenues,

e. 105 Street between 97 and 104 Avenues,

f. 108 Street between 99 and 101 (Jasper) Avenues,

g. 109 Street between 97 and 104 Avenues (boulevard)

h. 100 Avenue between 102 Street and the C.P. tracks,

i. 101 (Jasper) Avenue between 97 and the C.P. tracks,

j. 104 Avenue between 101 and 111 Streets (boulevard),

k. 103A Avenue between 97 and 101 Streets,

l. 105 Avenue between 97 and 111 Streets (south side),

m. 111 Street between 101 (Jasper) and 104 Avenues,

n. 97 Avenue between the C.P. tracks and Bellamy Hill Road, and

o. Bellamy Hill Road including 101 Street south of 101 (Jasper) Avenue.

It is proposed that the character of all *streets* Downtown with landscaped boulevards between the sidewalks and the roadways be maintained by:

a. reinforcing their landscaped quality through infill and replacement planting,

b. not paving them, and

c. not removing them to provide on-*street* parking.

17.3.8 Outdoor Food and Beverage Facilities

It is proposed that outdoor food and beverage facilities such as sidewalk cafes, beer gardens, tea gardens and courtyard or terrace restaurants be encouraged in mall and semi-mall areas, and in areas where they can be accommodated without obstructing pedestrian traffic.

17.3.9 *Street* Vendors

It is proposed that *street* vendors, such as newspaper hawkers, flower sellers, and peanut, candy apple and hotdog stands, be permitted on City-owned land under regulations of City licensing to add life and vitality to Downtown.

17.3.10 *Street* Furniture

It is proposed that definitive *street* furniture guidelines, based upon the *Street Furniture II Working Paper*, be prepared for all *streets*, malls, semi-malls and character areas in Downtown.

17.3.11 Transit Zones

It is proposed that transit zones be permitted only where the sidewalk width is adequate or purposefully widened to allow free pedestrian movement through the crowds congregated at the transit zones, that *street* furniture adjacent to transit zones be placed so that pedestrian flow is not obstructed, that transit zones wherever possible are convenient to Light Rail Transit station entrances, and that public heated and lighted bus shelters are designed as an integral part of any redevelopment adjacent to a transit zone.

17.3.12 Signage

It is proposed that definitive standards for both private and public signage (size, design, location), be prepared for application to Downtown within the *Sign Bylaw*.

17.3.13 Maintenance

It is proposed that the City set as a high priority, standards for cleanliness for Downtown *streets* and sidewalks to eliminate dirt, litter, and blowing dust, especially in the vicinity of construction sites and in arcaded walkways adjacent to them, and to keep pedestrian areas clear of ice and snow in the winter to promote the safe, and comfortable use of Downtown.

18. BUILT FORM

18.1 Urban Design Review Panel

It is proposed:

18.1.1 That an Urban Design Review Panel be established to ensure excellence in design in all Downtown developments.

18.1.2 That the Planning Department investigate other cities' experiences and prepare Terms of Reference for this Urban Design Review Panel in conjunction with other professional organizations such as the Alberta Association of Architects, the Alberta Association of Landscape Architects, Urban Development Institute, and the Alberta Art Foundation.

18.1.3 That the Planning Department submit the Terms of Reference of the Urban Design Review Panel for Council approval.

18.2 General Guidelines

It is proposed:

18.2.1 That the design of a building complement the materials, scale, texture, proportions, patterns, colours, window rhythms, and details of its neighbouring structures to create a co-ordinated streetscape.

18.2.2 That where the building fronts onto a public roadway, not including lanes, it should be designed to minimize blank walls or other flat surfaces which lack windows or sculptural relief.

18.2.3 to 18.2.5 Deleted by Bylaw 7801

18.2.6 That to the greatest extent possible, building walls fronting onto sidewalks be transparent to maximize visual penetration,

18.2.7 That where the use of a blank wall adjacent to a sidewalk is unavoidable, display cases for such things as merchandise, artwork, or community information be provided, or intricate surface treatment and materials, or sculptural relief be employed to maximize visual interest,

18.2.8 Deleted by Bylaw 7801

18.2.9 That more creative design and siting solutions be encouraged in the high-rise tower portion of new buildings to avoid the monotony of rectangular towers whose faces parallel the grid pattern of the *streets*,

18.2.10 That high-rise towers near the top-of-the-bank of the River Valley should be lower and less bulky in order to facilitate views between and over them from other areas of Downtown,

18.2.11 That to diminish the apparent height of the Downtown adjacent to the River Valley edge, the skyline rise back from the edge of the valley emulating a slope similar to that of the valley wall,

18.2.12 That built form components recognize and visually reinforce the existing distinctive characters of *streets*,

18.2.13 That *streets* having views and vistas to the River Valley or other significant open spaces, buildings, or landmarks have those views enhanced by progressively setting back the building line and lowering the height of buildings as the object of the view or vista is approached,

18.2.14 That *streets* having significant views or vistas, such as to the River Valley or the Legislature Building, must not have those views or vistas obstructed by any form of above-grade pedway,

18.2.15 That sidewalks be lined with a variety of small stores with at least one at-grade access from the public sidewalk or in the case of larger stores, a number of at-grade access points to provide convenient access, pedestrian interest, and continuity of shopping opportunities,

18.2.16 That stores not be separated from the pedestrian flow by excessive setbacks or grade differences,

18.2.17 That colonnades, awnings and other forms of weather protection be provided to protect the pedestrian from adverse weather conditions and that these be continuous and of sufficient dimensions to be effective,

18.2.18 That the forms of weather protection be selected and placed so as not to obstruct any significant views or vistas.

18.2.19 That parking garage entrances be as small as possible, appear unobtrusive, and avoid crossing sidewalks accommodating large volumes of pedestrian traffic, and

18.2.20 That at-grade air conditioning and heating units for parking garages and other buildings be located at least 15 metres from any public area or sidewalk, be adequately and attractively screened, and be located to deflect noise and exhaust.

Proposed Character Area Regulations

This Section presents the proposed regulations applicable to Downtown Edmonton. It is provided for the convenience of the public and for the guidance of the Development Officer in considering proposed development and exercising discretion pursuant to the *Land Use Bylaw*.

19. General Regulations

The *City of Edmonton Land Use Bylaw 5996*, as amended, regulates and controls the use and development of land within the boundaries of the *Downtown Area Redevelopment Plan Bylaw*. The *Land Use Bylaw* takes precedence over any information provided in this Chapter 19 and Chapter 20 of the *Downtown Area Redevelopment Plan Bylaw* and the public is advised to refer directly to the regulations of the *Land Use Bylaw 5996*, including other general regulations which apply irrespective of the designated land use Districts within this *Downtown Area Redevelopment Plan Bylaw*.

There are a number of General Regulations that are applicable to Downtown that are discussed in the *Land Use Bylaw* such as amenity areas, the height of development, parking and loading, micro-climate, and separation spaces. It should be noted that these subject regulations should be studied closely in dealing with any development in Downtown. Also, the commercial parking standards and the loading standards within the *Land Use Bylaw* are interim until studies are completed by the Transportation Systems Design and the Planning and Building Departments in 1982.

20. Character Areas

This Section outlines the application of the land use Districts of *Bylaw 5996, the City of Edmonton Land Use Bylaw*, to the *Downtown Area Redevelopment Plan Bylaw* Character Areas.

Where specific provisions affecting the consideration of Discretionary Uses or regulations are indicated, the Development Officer will refer to this *Downtown Area Redevelopment Plan Bylaw* in his discretion to approve, refuse or impose appropriate conditions on the development of a Discretionary Use, in order to implement the specific provisions of the Plan, pursuant to Section 17 of the *Land Use Bylaw*.

Specific to certain Character Areas within Downtown there are land use districts and other regulations that are applicable:

a) Public Parks District
b) Direct Development Control District
c) Comprehensively Planned Development District
d) Building Envelopes

a) AP - Public Parks District (in the Character Areas of Civic Centre, Core Commercial Area and Mixed Use Area 1).

i) Area of Application
These areas are located in the Civic Centre Area from 99 Street to 100 Street between 102 and 102A Avenues, in the Core Commercial Area, 105 Street to the lane between 104 and 105 Streets, immediately north of 101 (Jasper) Avenue and in Mixed- Use Area 1, at the north east corner of the intersection of 100 Avenue and 102 Street, as per Schedule G, designated AP in Bylaw 6502, amending the *Land Use Bylaw*.

ii) Rationale
These areas of public land provide landscaped open space for the active and passive recreational use of Downtown residents, employees, shoppers and visitors to Downtown; they allow for sun penetration, fresh air, and tranquility in the hostile urban environment; they provide opportunities for views and vistas (e.g., to the River Valley) and act as prosceniae for landmarks (e.g., the relationship between Sir Winston Churchill Square and City Hall); they visually soften and provide relief from the concrete of the City by their natural components; and provide a comfortable scale relationship rapidly being lost to massive development projects transforming Downtown.

b) DC1 - Direct Control District (in the Character Areas of Mixed-Use Area 1, Mixed-Use Area III and McKay Avenue Area)

i) Area of Application
These areas are located on the east side of 105 Street, south of 101 (Jasper) Avenue; on the east side of 106 Street, south of 100 Avenue; and on the west side of 104 Street, south of 99 Avenue, as per Schedule H and designated DC1 in Bylaw 6502, amending the *Land Use Bylaw*.

ii) Rationale
To provide a district for direct control and sensitive restoration and rehabilitation of sites within the Downtown Plan designated under the *Historical Resources Act of Alberta*. This includes:

(a) McKay Avenue School
(b) Victoria Armories
(c) First Presbyterian Church.

c) DC2 - A Comprehensively Planned Development District (in the Character Areas of Commercial Core Area, Mixed-Use Area IV and Mixed-Use Area V)

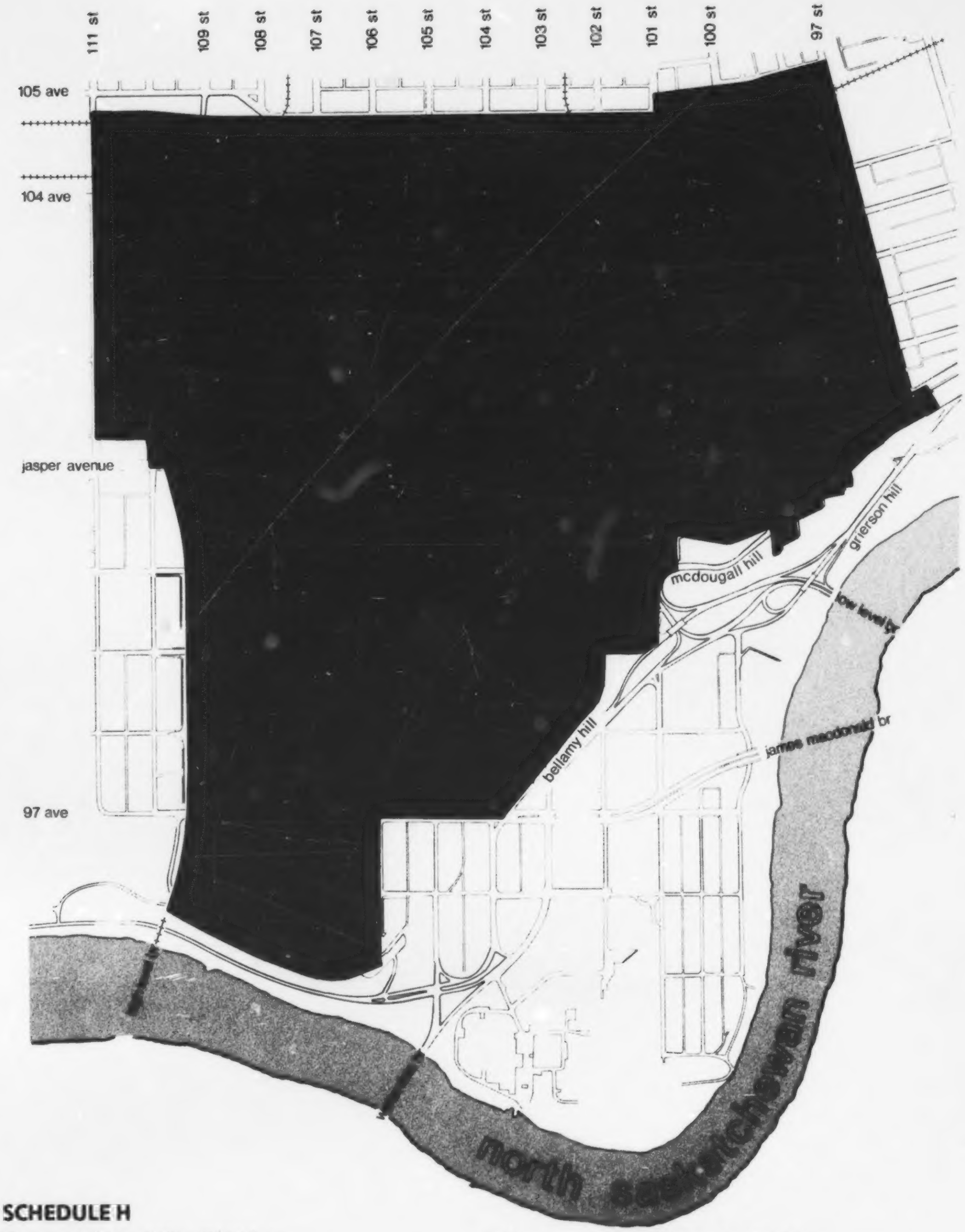
i) Area of Application
These areas are located in the Core Commercial Area, generally from 101 to 103 Streets, north of 102 Avenue, in Mixed Use Area IV generally between 101 (Jasper) Avenue and 102 Avenues on the west side of 107 Street, and in the Mixed-Use Area V, located at the south west intersection of 98 Avenue and 106 Street, as per Schedule H and designated DC2 in Bylaw 6502 amending the *Land Use Bylaw*.

ii) Rationale
To provide a direct control district to enable comprehensively planned and designed development, previously approved by Council in accordance with the provisions of Section 720 of the *Land Use Bylaw*.

d) Setback, canopy and arcade requirements (where specified in each district)

There are general regulations on setbacks, separation space and yard requirements in the *Land Use Bylaw*, however these setbacks, canopy and arcade requirements contain specific regulations applicable to the Downtown. Minimum setback requirements are proposed in predominately residential areas and where a vista is to be maintained. New development proposals in predominately commercial areas will have the option of providing either a canopy or arcade.

Notwithstanding these requirements the Development Officer may, at his discretion, approve developments which do not comply to these provisions in accordance with Section 820.5(5) of the *Land Use Bylaw*.


111 st
109 st
108 st
107 st
106 st
105 st
104 st
103 st
102 st
101 st
100 st
97 st
105 ave
104 ave
jasper avenue
97 ave
mcdougall hill
grierson hill
low level br
bellamy hill
james macdonald br
north saskatchewan river

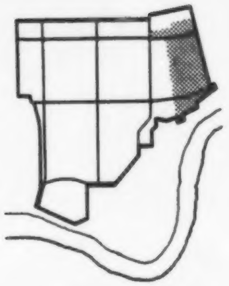
SCHEDULE H
Proposed Land Use Districts

RA9	high rise apartment district
RMX	residential mixed use district
CMX	commercial
AP	public parks district
DC1	direct development control district
DC2	comprehensively planned development district
DC4	special public service district
*	designation applied to sites with altered or specified development regulations in accordance with Schedule 820E, *Land Use Bylaw*
(area)	distinguishes between areas under districts within the same designation but with different regulations pursuant to Schedule 820E.

Character Areas

Sub Area Regulations

20.1 CIVIC CENTRE AREA - CMX* (area 1) COMMERCIAL MIXED USE DISTRICT



20.1.1 Area of Application

This Area is located between 97 Street and 100 Street, south of 104 Avenue to the top- of-the-bank of the River Valley as per Schedule H, designated CMX* (area 1) in Bylaw 6502, amending the *Land Use Bylaw*.

20.1.2 Rationale

This Area located at the eastern extremity of Downtown forms the governmental and institutional area of Downtown. Most of Downtown's institutional uses are located in this District such as the Citadel Theatre, Art Gallery and the Centennial Library. Other public buildings such as City Hall, the Provincial Court House and the Central Post Office are also in this Area. It is therefore the intent to strengthen the character of the Area and its public function by creating an environment which distinguishes itself from other Areas of Downtown. This is expressed through the following objectives:

20.1.2.1 To confirm and reinforce the Area's governmental and institutional functions.

20.1.2.2 To accommodate a portion of the demand for primary office and retail space Downtown.

20.1.2.3 To encourage entertainment and cultural facilities within the Area.

20.1.2.4 To encourage the development of a high-density residential component and/or residential components in new commercial developments.

20.1.2.5 To enhance and reinforce the City Hall area as the centre of Civic Government in Edmonton.

20.1.2.6 To maintain Sir Winston Churchill Park as such, reinforcing it as the heart of the Civic Centre.

20.1.3 Specific Regulations Affecting Consideration of Discretionary Uses.

The Development Officer shall have regard to the following guidelines when reviewing development applications for Discretionary Uses:

20.1.3.1 Parking and loading access shall, wherever possible, be from the rear lane. Where this is not feasible, parking and service access areas shall be consolidated and located away from sidewalk areas most heavily used by pedestrians.

20.1.3.2 In considering a development application which conforms to the definition of renovation included in Section 1 and which meets the intent of Section 16.2.2.4 of this Bylaw, the Development Officer may grant variances under the provisions of Sections 11.5 and 11.6 of the *Land Use Bylaw* such that the Development is required to maintain only the:

a) Amenity Area
b) Outdoor Amenity Area
c) Off-street Vehicular Parking

existing at the date of the application. The Development Officer may also grant variances to Off-Street Vehicular Loading and Unloading requirements.

20.1.4 Discretionary Uses Not Deleted by Statutory Plan Overlay

The following Discretionary Uses, from those Uses listed in Section 370.4 of the *Land Use Bylaw*, have not been deleted by means of a Statutory Plan Overlay:

20.1.4.1 Residential

a) Apartment Housing
b) Duplex Housing
c) Linked Housing
d) Row Housing
e) Semi-detached Housing
f) Single detached Housing
g) Stacked Row Housing

20.1.4.2 Residential-Related

a) Apartment Hotels
b) Boarding and Lodging Houses

20.1.4.3 Commercial

a) Automotive and Minor Recreation Vehicle Sales/Rentals, where lawfully existing on a site in this District at the effective date of this Bylaw on this site only.
b) Broadcasting and Motion Picture Studios
c) Business Support Services
d) Commercial Schools
e) Convenience Retail Stores
f) Custom Manufacturing Establishments
g) Fleet Services
h) General Retail Stores
i) Health Services
j) Hotels
k) Household Repair Services
l) Indoor Amusement Establishments
m) Major and Minor Eating and Drinking Establishments
n) Minor Veterinary Services
o) Non-Accessory Parking
p) Personal Service Shops
q) Professional, Financial, and Office Support Services
r) Recycling Deports
s) Secondhand Stores
t) Spectator Entertainment Establishments

20.1.4.4 Basic Services

a) Extended Medical Treatment Services
b) Government Services
c) Minor Impact Utility Services
d) Protective and Emergency Services

20.1.4.5 Community, Educational, Recreational, and Cultural Services

a) Community Recreation Services
b) Daytime Child Care Services
c) Indoor Participant Recreation Services
d) Private Clubs
e) Private Education Services
f) Public Education Services
g) Public Libraries and Cultural Exhibits
h) Public Park
i) Religious Assembly

20.1.5 Regulations Specified by Statutory Plan Overlay

Regulations of the *Land Use Bylaw* pertaining to this District apply, except that the following regulations shall be specified by means of the Statutory Plan Overlay for the Downtown Plan:

20.1.5.1 The maximum total floor area ratio shall be 12.0, except that the floor area for Spectator Entertainment Establishments, Public Libraries, Cultural Exhibits and Daytime Child Care Centres shall be exempt from floor area ratio calculations.

20.1.5.2 The maximum floor area ratio for Residential Use Classes and/or Hotels shall be 12.0.

20.1.5.3 The maximum floor area ratio for all other Use Classes shall be 8.0.

20.1.5.4 The maximum total residential density shall be determined on the basis of the floor area ratio and other regulations of this district.

20.1.5.5 The maximum height shall not exceed that established by the Municipal Airport Protection Overlay, Section 810A of the *Land Use Bylaw*.

20.1.5.6 There shall be no minimum yard requirements.

20.1.5.7 Separation Space shall be provided in accordance with Section 58 of the *Land Use Bylaw*.

20.1.5.8

a) Not more than 50% of at-grade street frontage on 101 (Jasper) Avenue designated as such on Schedule C -Retail Continuity in the Downtown Plan shall be developed for offices of professional, financial, office support and health services, or entrance lobbies.

b) Notwithstanding the above restriction on non-retail use frontage when:

- i) the use frontage does not comply with the performance standard; and
- ii) the applicant can clearly demonstrate the need for variancebecause of a physical constraint to development; and
- iii) the variance does not, in the opinion of the Development Officer prejudice the objectives of retail continuity for the street on which the development is proposed;

the Development Officer may vary the maximum street frontage for non-retail permitted as outlined in Sections 11.5 and 11.6 of the *Land Use Bylaw*.

20.1.5.9 There shall be no surface parking lots on Jasper Avenue when the applicable site is being redeveloped.

20.1.5.10 The floor area for Amenity Areas as defined in the *Land Use Bylaw* shall be exempt from floor area calculations in accordance with:

a) A minimum Amenity Area of 4% of the non-residential gross floor area shall be provided and a maximum of 10% of the gross floor area shall be exempted from area calculations;

b) A minimum Amenity Area of 7.5m² (80.7 square feet) per dwelling of the residential gross floor area shall be provided and a maximum of 20% of the gross floor area shall be exempted from floor area ratio calculations.

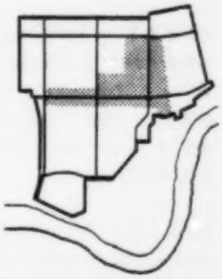
c) Recreational Facilities that require a user charge and are provided in excess of the minimum Amenity Area standard, as defined in a and b, shall be exempt from floor area ratio calculations.

20.1.5.11

a) Buildings fronting onto all Streets and Avenues in this District shall provide either:

- i) a canopy at least 2 m wide, 4 m or one storey above sidewalk level; OR
- ii) a continuous arcade 4 m wide, 4 m minimum height to 6 m maximum height, along the frontage of the building.

20.2 CORE COMMERCIAL AREA CMX* (area 1) COMMERCIAL MIXED USE DISTRICT



20.2.1 Area of Application

This Area is located generally between 100 Street and the CP railway tracks, from 101 (Jasper) Avenue north to 104 Avenue, as per Schedule H, designated CMX* (area 2) in Bylaw 6502, amending the *Land Use Bylaw*.

20.2.2 Rationale

The Core Commercial Area has the most office and retail space in Downtown. This area has historically accommodated offices and, major and minor retail uses developed around Jasper Avenue from 100 Street to 109 Street and north on 101 and 102 Streets to 104 Avenue.

The location of major commercial establishments in proximity to government offices has made this area attractive for new commercial establishments and institutions to develop. It is therefore intended that high-density office development in this Area be encouraged with an appropriate retail mix. Residential uses will be permitted in this Area. This general intent is expressed in the following objectives:

20.2.2.1 To confirm and reinforce the Area's function as the primary office and retail centre of Edmonton.

20.2.2.2 To provide development potential to accommodate the demand for primary office and retail space for the future.

20.2.2.3 To relieve the pressure for primary office space in adjacent Downtown Areas where the encouragement of residential development is a major objective.

20.2.2.4 To encourage entertainment and cultural facilities within the Area.

20.2.2.5 To permit compatible high- density residential development as a secondary use in this Area.

20.2.2.6 To provide continuous and varied retail services in this Area.

20.2.2.7 To provide new public landscaped open spaces within the Area.

20.2.2.8 To encourage convenient accessibility to the Light Rail Transit system.

20.2.2.9 To develop Jasper Avenue, 101 Street, and 102 Street as places of special significance through the coordination of building forms, street landscaping, paving, lighting, and other appropriate measures.

20.2.2.10 To maintain and reinforce the historic role of Jasper Avenue, 101 Street, and 102 Street as the major shopping streets of the City.

20.2.2.11 To encourage the development of fully and partially enclosed weather- protected at-grade walkways in areas of high-pedestrian traffic.

20.2.2.12 To develop special malls as landscaped public streets devoted mainly to pedestrians.

20.2.3 Specific Provisions Affecting Consideration of Discretionary Uses

The Development Officer shall have regard to the following guidelines when reviewing development applications for Discretionary Uses.

20.2.3.1 Parking and loading access shall, wherever possible, be from the rear lanes. Where this is not feasible, parking and service access areas shall be consolidated and located away from sidewalk areas most heavily used by pedestrians.

20.2.3.2 In considering a development application which conforms to the definition of renovation included in Section 1 and which meets the intent of Section 16.2.2.4 of this Bylaw, the Development Officer may grant variances under the provisions of Sections 11.5 and 11.6 of the *Land Use Bylaw* such that the Development is required to maintain only the:

a) Amenity Area;
b) Outdoor Amenity Area;
c) Off-street Vehicular Parking;

existing at the date of the application. The Development Officer may also grant variances to Off-street Vehicular Loading and Unloading requirements.

20.2.4 Discretionary Uses Not Deleted by Statutory Plan Overlay

The following Discretionary Uses, from those Uses listed in Section 370.4 of the *Land Use Bylaw*, have not been deleted by means of a Statutory Plan Overlay:

20.2.4.1 Residential

a) Apartment Housing
b) Duplex Housing
c) Linked Housing
d) Row Housing
e) Semi-detached Housing
f) Single detached Housing
g) Stacked Row Housing

20.2.4.2 Residential Related

a) Apartment Hotels
b) Boarding and Lodging Houses
c) Foster Homes
d) Fraternity and Sorority Housing
e) Group Homes
f) Homecrafts
g) Offices-in-the-Home

20.2.4.3 Commercial

a) Auctioneering Establishments
b) Automotive and Minor Recreation Vehicle Sales/Rentals, where lawfully existing on a site in this District at the effective date of this Bylaw, on the same site only.
c) Broadcasting and Motion Picture Studios.
d) Business Support Services
e) Commercial Schools
f) Convenience Retail Stores
g) Cremation and Interment Services
h) Custom Manufacturing Establishments
i) Fleet Services
j) Funeral Services
k) Gas Bars, where lawfully existing on a site in this District at the effective date of this Bylaw, on the same site only.
l) General Retail Stores
m) Health Services
n) Hotels
o) Household Repair Services
p) Indoor Amusement Establishments
q) Limited Contractor Services
r) Major and Minor Eating and Drinking Establishments
s) Minor Veterinary Services
t) Mobile Food Catering Services
u) Non-Accessory Parking
v) Personal Service Shops
w) Professional, Financial, and Office Support Services
x) Recycling Deports
y) Secondhand Stores
z) Spectator Entertainment Establishments
aa) Warehouse Sales, where lawfully existing on a site in this District at the effective date of this Bylaw, on the same site only.

20.2.4.4 Basic Services

a) Extended Medical Treatment Services
b) Government Services
c) Minor Impact Utility Services
d) Protective and Emergency Services

20.2.4.5 Community, Educational, Recreational, and Cultural Services

a) Community Recreation Services
b) Daytime Child Care Services
c) Indoor Participant Recreation Services
d) Private Clubs
e) Private Education Services
f) Public Education Services

g) Public Libraries and Cultural Exhibits
h) Public Park
i) Religious Assembly

20.2.5 Regulations Specified by Statutory Plan Overlay

Regulations of the *Land Use Bylaw* pertaining to this District apply except that the following regulations shall be specified by means of the Statutory Plan Overlay for the Downtown Plan:

20.2.5.1 The maximum total floor area ratio shall be 14.0, except that the floor area for Spectator Entertainment Establishments, Public Libraries, Cultural Exhibits and Daytime Child Care Centres shall be exempt from floor area ratio calculations.

20.2.5.2 The maximum floor area ratio for all other Use Classes and Hotels shall be 14.0.

20.2.5.3 The maximum floor area ratio for all other Use Classes shall be 10.0.

20.2.5.4 The maximum total residential density shall be determined on the basis of the floor area ratio and other regulations of this district.

20.2.5.5 The maximum height shall not exceed that established by the Municipal Airport Protection Overlay, Section 810A of the *Land Use Bylaw*.

20.2.5.6 There shall be no minimum yard requirements.

20.2.5.7 Separation Space shall be provided in accordance with Section 58 of the *Land Use Bylaw*.

20.2.5.8

a) Not more than 50% of at-grade street frontage on 101 (Jasper) Avenue, 101A, 102 and 103 Avenues, 100A, 101, 102, 103 and 104 Streets designated on Schedule C - Retail Continuity in the Downtown Plan, shall be developed for offices of professional, financial, office support and health services, or entrance lobbies.

b) Notwithstanding the above restriction on non-retail use frontage when:

- i) the use frontage does not comply with the performance standard; and
- ii) the applicant can clearly demonstrate the need for variance because of a physical constraint to development; and
- iii) the variance does not, in the opinion of the Development Officer prejudice the objectives of retail continuity for the street on which the development is proposed;

the Development Officer may vary the maximum street frontage for non-retail permitted as outlined in Sections 11.5 and 11.6 of the *Land Use Bylaw*.

20.2.5.9 There shall be no surface parking lots on the above mentioned streets as per Schedule C - Retail Continuity when the applicable site is being redeveloped.

20.2.5.10 The floor area for Amenity Areas as defined in the *Land Use Bylaw* shall be exempt from floor area calculations in accordance with:

a) A minimum Amenity Area of 4% of the non-residential gross floor area shall be provided and a maximum of 10% of the gross floor area shall be exempted from floor area calculations;

b) A minimum Amenity Area of 7.5m ^{2} (80.7 square feet) per dwelling of the residential gross floor area shall be provided and a maximum of 20% of the gross floor area shall be exempted from floor area ratio calculations.

c) Recreation Facilities that require a user charge and are provided in excess of the minimum Amenity Area standard, as defined in a and b, shall be exempt from floor area ratio calculations.

20.2.5.11

a) Buildings fronting on 108 Street south of 101 (Jasper) Avenue shall provide a continuous setback of 6 m.

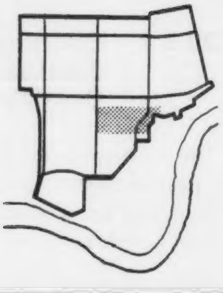
b) Buildings fronting onto the south side of 102 Avenue west of 103 Street shall provide a continuous setback of 1.5 m.

20.2.5.12

a) Buildings fronting on all other Streets and Avenues in this district shall provide either:

- i) a canopy at least 2 m wide, 4 m or one storey above sidewalk level; OR
- ii) a continuous arcade 4 m wide, 4 m minimum height to 6 m maximum height, along the frontage of the building.

20.3 MIXED USE AREA I - CMX* (area 3) COMMERCIAL MIXED USE DISTRICT



This Mixed-Use Area is divided into two CMX land use districts (area 3) and (area 4). This is the eastern portion of Mixed-Use Area 1.

20.3.1 Area of Application

This Area is located generally between 100A and 105 Streets, from 100 Avenue north to the lane immediately south of 101 (Jasper) Avenue, as per Schedule H, designated CMX* (area 3) in Bylaw 6502, amending the ***Land Use Bylaw***.

20.3.2 Rationale

This newly-defined Area south of Jasper Avenue has high potential for the development of high-density housing in combination with commercial uses. At present, the Area contains a mixture of uses such as hotels, offices, restaurants, housing and parking. The area also provides a transition between the high-density office concentration in the Core Commercial Area along Jasper Avenue and the residential McKay Avenue Area to the south.

It is the intent for Mixed-Use Area 1 to reinforce this mixed-use commercial and residential character, providing for high-density developments involving a mixture of Commercial Use Classes with Residential, Residential-Related, Basic Services, and Community, Educational, and Recreational Use Classes in close proximity to public transit along Jasper Avenue. This intent supports the housing policy adopted by the City Council in the *Downtown Housing Study*, and is expressed in the following objectives:

20.3.2.1 To promote the development of a significant residential component in the Area.

20.3.2.2 To provide for a proportion of office expansion in Downtown.

20.3.2.3 To constitute a transition zone between the Core Commercial Area on the north and the McKay Avenue Area and Mixed-Use Area III to the south.

20.3.2.4 To maintain and reinforce the mixed commercial and residential character of the Area.

20.3.2.5 To provide substantial retail activity to serve the local area.

20.3.2.6 To give special prominence to 105 Street in the Area as a major access route to Downtown.

20.3.3 Specific Provisions Affecting Consideration of Discretionary Uses

The Development Officer shall have regard to the following guidelines when reviewing development applications for Discretionary Uses:

20.3.3.1 Parking and loading access shall, wherever possible, be from the rear lanes. Where this is not feasible, parking and service access areas shall be consolidated and located away from sidewalk areas most heavily used by pedestrians.

20.3.3.2 In considering a development application which conforms to the definition of renovation included in Section 1 and which meets the intent of Section 16.2.2.4 of this Bylaw, the Development Officer may grant variances under the provisions of Sections 11.5 and 11.6 of the ***Land Use Bylaw*** such that the Development is required to maintain only the:

a) Amenity Area;
b) Outdoor Amenity Area;
c) Off-street Vehicular Parking;

existing at the date of the application. The Development Officer may also grant variances to Off-street Vehicular Loading and Unloading requirements.

20.3.4 Discretionary Uses Not Deleted by Statutory Plan Overlay

The following Discretionary Uses, from those listed in Section 370.4 of the *Land Use Bylaw*, have not been deleted by means of a Statutory Plan Overlay:

20.3.4.1 Residential

a) Apartment Housing
b) Duplex Housing
c) Linked Housing
d) Row Housing
e) Semi-detached Housing
f) Single detached Housing
g) Stacked Row Housing

20.3.4.2 Residential Related

a) Apartment Hotels
b) Boarding and Lodging Houses
c) Foster Homes
d) Fraternity and Sorority Housing
e) Group Homes
f) Homecrafts
g) Offices-in-the-Home

20.3.4.3 Commercial

a) Auctioneering Establishments
b) Automotive and Minor Recreation Vehicle Sales/Rentals, where lawfully existing on a site in this District at the effective date of this Bylaw, on the same site only.
c) Broadcasting and Motion Picture Studios.
d) Business Support Services
e) Commercial Schools
f) Convenience Retail Stores
g) Cremation and Interment Services
h) Custom Manufacturing Establishments
i) Equipment Rentals
j) Fleet Services
k) Funeral Services
l) General Retail Stores
m) Health Services
n) Hotels
o) Household Repair Services
p) Indoor Amusement Establishments
q) Limited Contractor Services
r) Major and Minor Eating and Drinking Establishments
s) Minor Veterinary Services
t) Mobile Food Catering Services
u) Non-Accessory Parking
v) Personal Service Shops
w) Professional, Financial, and Office Support Services
x) Recycling Deports
y) Secondhand Stores
z) Spectator Entertainment Establishments

20.3.4.4 Basic Services

a) Extended Medical Treatment Services
b) Government Services
c) Minor Impact Utility Services
d) Protective and Emergency Services

20.3.4.5 Community, Educational, Recreational, and Cultural Services

a) Community Recreation Services
b) Daytime Child Care Services
c) Indoor Participant Recreation Services
d) Private Clubs
e) Private Education Services
f) Public Education Services
g) Public Libraries and Cultural Exhibits
h) Public Park
i) Religious Assembly

20.3.5 Regulations Specified by Statutory Plan Overlay

Regulations of the *Land Use Bylaw* pertaining to this District apply except that the following regulations shall be specified by means of the Statutory Plan Overlay for the Downtown Area:

20.3.5.1 The maximum total floor area ratio shall be 14.0, that the floor area for Spectator Entertainment Establishments, Public Libraries, Cultural Exhibits and Daytime Child Care Centres shall be exempt from floor area ratio calculations.

20.3.5.2 The maximum floor area ratio for all other Use Classes and Hotels shall be 14.0.

20.3.5.3 The maximum total floor area ratio for all other Use Classes shall be 8.0 except where Residential Use Classes are developed on the same site, the maximum floor area ratio for all other Use Classes may be increased on the basis of 1 m^2 of non-Residential Use Class for every $2 m^2$ of every Residential Use Class, from 8.0 to a total maximum floor area ratio of 14.0.

20.3.5.4 The maximum total residential density shall be determined on the basis of the floor area ratio and other regulations of this district.

20.3.5.5 The maximum height shall not exceed that established by the Municipal Airport Protection Overlay, Section 810A of the *Land Use Bylaw*.

20.3.5.6 There shall be no minimum yard requirements.

20.3.5.7 Separation Space shall be provided in accordance with Section 58 of the *Land Use Bylaw*.

20.3.5.8 Commercial Use Classes, especially general retail stores, should be located at the lowest storey of a development and provide for direct access to grade.

20.3.5.9 Not more than 50% of at-grade street frontage shall be developed for entrance lobbies.

20.3.5.10

a) Not more than 50% of at-grade street frontage on 102 Street designated on Schedule C - Retail Continuity in the Downtown Plan, shall be developed for offices of professional, financial, office support and health services, or entrance lobbies.

b) Notwithstanding the above restriction on non-retail use frontage when:

- i) the use frontage does not comply with the performance standard; and
- ii) the applicant can clearly demonstrate the need for variance because of a physical constraint to development; and
- iii) the variance does not, in the opinion of the Development Officer prejudice the objectives of retail continuity for the street on which the development is proposed;

the Development Officer may vary the maximum street frontage for non-retail permitted as outlined in Sections 11.5 and 11.6 of the *Land Use Bylaw*.

20.3.5.11 There shall be no surface parking lots on the above mentioned 102 Street as per Schedule C - Retail Continuity when the applicable site is being redeveloped.

20.3.5.12 The floor area for Amenity Areas as defined in the *Land Use Bylaw* shall be exempt from floor area calculations in accordance with:

a) A minimum Amenity Area of 4% of the non-residential gross floor area shall be provided and a maximum of 10% of the gross floor area shall be exempted from floor area calculations;

b) A minimum Amenity Area of $7.5 m^2$ (80.7 square feet) per dwelling of the residential gross floor area shall be provided and a maximum of 20% of the gross floor area shall be exempted from floor area ratio calculations.

c) Recreation Facilities that require a user charge and are provided in excess of the minimum Amenity Area standard, as defined in a and b, shall be exempt from floor area ratio calculations.

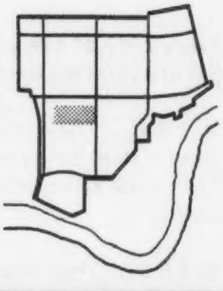
20.3.5.13

a) Buildings fronting on 104 Street south of 100 Avenue shall provide a continuous setback of 6 m.

b) Buildings fronting onto all other Streets and Avenues in this district shall provide either:

- i) a canopy at least 2 m wide, 4 m or one storey above sidewalk level; OR
- ii) a continuous arcade 4 m wide, 4 m minimum height to 6 m maximum height, along the frontage of the building.

20.4 MIXED-USE AREA I - CMX* (area 4) COMMERCIAL MIXED-USE DISTRICT



This is the western portion of Mixed-Use Area 1 and contains a similar rationale to the eastern portion (area 3).

20.4.1 Area of Application

This Area is located generally between 105 Street and the lane between 108 and 109 Streets, from 100 Avenue north to the lane immediately south of 101 (Jasper) Avenue, as per Schedule H, designated CMX* (area 4) in Bylaw 6502, amending the *Land Use Bylaw*.

20.4.2 Rationale

This newly-defined Area south of Jasper Avenue has high potential for the development of high-density housing in combination with commercial uses. At present, the Area contains a mixture of uses such as hotels, offices, restaurants, housing and parking. The area also provides a transition between the high-density office concentration in the Core Commercial Area along Jasper Avenue and the residential McKay Avenue Area to the south.

It is the intent for Mixed-Use Area 1 to reinforce this mixed-use commercial and residential character, providing for high-density developments involving a mixture of Commercial Use Classes with Residential, Residential-Related, Basic Services, and Community, Educational, and Recreational Use Classes in close proximity to public transit along Jasper Avenue. This intent supports the housing policy adopted by the City Council in the *Downtown Housing Study*, and is expressed in the following objectives:

20.4.2.1 To promote the development of a significant residential component in the Area.

20.4.2.2 To provide for a proportion of office expansion in Downtown.

20.4.2.3 To constitute a transition zone between the Core Commercial Area on the north and the McKay Avenue Area and Mixed-Use Area III to the south.

20.4.2.4 To maintain and reinforce the mixed commercial and residential character of the Area.

20.4.2.5 To provide substantial retail activity to serve the local area.

20.4.2.6 To give special prominence to 105 Street in the Area as a major access route to Downtown.

20.4.3 Specific Provisions Affecting Consideration of Discretionary Uses

The Development Officer shall have regard to the following guidelines when reviewing development applications for Discretionary Uses:

20.4.3.1 Parking and loading access shall, wherever possible, be from the rear lanes. Where this is not feasible, parking and service access areas shall be consolidated and located away from sidewalk areas most heavily used by pedestrians.

20.4.3.2 In considering a development application which conforms to the definition of renovation included in Section 1 and which meets the intent of Section 16.2.2.4 of this Bylaw, the Development Officer may grant variances under the provisions of Sections 11.5 and 11.6 of the *Land Use Bylaw* such that the Development is required to maintain only the:

a) Amenity Area;
b) Outdoor Amenity Area;
c) Off-street Vehicular Parking;

existing at the date of the application. The Development Officer may also grant variances to Off-street Vehicular Loading and Unloading requirements.

20.4.4 Discretionary Uses Not Deleted by Statutory Plan Overlay

The following Discretionary Uses, from those listed in Section 370.4 of the *Land Use Bylaw*, have not been deleted by means of a Statutory Plan Overlay:

20.4.4.1 Residential

a) Apartment Housing
b) Duplex Housing
c) Linked Housing
d) Row Housing
e) Semi-detached Housing
f) Single detached Housing
g) Stacked Row Housing

20.4.4.2 Residential Related

a) Apartment Hotels
b) Boarding and Lodging Houses
c) Foster Homes
d) Fraternity and Sorority Housing
e) Group Homes
f) Homecrafts
g) Offices-in-the-Home

20.4.4.3 Commercial

a) Auctioneering Establishments
b) Automotive and Minor Recreation Vehicle Sales/Rentals, where lawfully existing on a site in this District at the effective date of this Bylaw, on the same site only
c) Broadcasting and Motion Picture Studios
d) Business Support Services
e) Commercial Schools
f) Convenience Retail Stores
g) Cremation and Interment Services
h) Custom Manufacturing Establishments
i) Equipment Rentals
j) Fleet Services
k) Funeral Services
l) General Retail Stores
m) Health Services
n) Hotels
o) Household Repair Services
p) Indoor Amusement Establishments
q) Limited Contractor Services
r) Major and Minor Eating and Drinking Establishments
s) Minor Veterinary Services
t) Mobile Food Catering Services
u) Non-Accessory Parking
v) Personal Service Shops
w) Professional, Financial, and Office Support Services
x) Recycling Deports
y) Secondhand Stores
z) Spectator Entertainment Establishments

20.4.4.4 Basic Services

a) Extended Medical Treatment Services
b) Government Services
c) Minor Impact Utility Services
d) Protective and Emergency Services

20.4.4.5 Community, Educational, Recreational, and Cultural Services

a) Community Recreation Services
b) Daytime Child Care Services
c) Indoor Participant Recreation Services
d) Private Clubs
e) Private Education Services
f) Public Education Services
g) Public Libraries and Cultural Exhibits
h) Public Park
i) Religious Assembly

20.4.5 Regulations Specified by Statutory Plan Overlay

Regulations of the *Land Use Bylaw* pertaining to this District apply except that the following regulations shall be specified by means of the Statutory Plan Overlay for the Downtown Area:

20.4.5.1 The maximum total floor area ratio shall be 12.0, that the floor area for Spectator Entertainment Establishments, Public Libraries, Cultural Exhibits and Daytime Child Care Centres shall be exempt from floor area ratio calculations.

20.4.5.2 The maximum floor area ratio for all other Use Classes and Hotels shall be 12.0.

20.4.5.3 The maximum total floor area ratio for all other Use Classes shall be 8.0.

20.4.5.4 The maximum total residential density shall be determined on the basis of the floor area ratio and other regulations of this district.

20.4.5.5 The maximum height shall not exceed that established by the Municipal Airport Protection Overlay, Section 810A of the *Land Use Bylaw*.

20.4.5.6 There shall be no minimum yard requirements.

20.4.5.7 Separation Space shall be provided in accordance with Section 58 of the *Land Use Bylaw*.

20.4.5.8 A minimum of 25% of the floor area of the lowest storey of a building developed with three (3) or more street frontages shall be developed for General Retail Stores, Major and Minor Eating and Drinking Establishments and Spectator Entertainment Establishments, having access to grade.

20.4.5.9 Not more than 50% of at-grade street frontage shall be developed for entrance lobbies.

20.4.5.10 The floor area for Amenity Areas as defined in the *Land Use Bylaw* shall be exempt from floor area calculations in accordance with:

a) A minimum Amenity Area of 4% of the non-residential gross floor area shall be provided and a maximum of 10% of the gross floor area shall be exempted from floor area calculations;

b) A minimum Amenity Area of 7.5m ^{2} (80.7 square feet) per dwelling of the residential gross floor area shall be provided and a maximum of 20% of the gross floor area shall be exempted from floor area ratio calculations.

c) Recreation Facilities that require a user charge and are provided in excess of the minimum Amenity Area standard, as defined in a and b, shall be exempt from floor area ratio calculations.

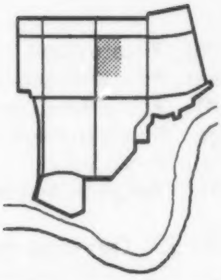
20.4.5.11

a) Buildings fronting on 108 Street south of 100 Avenue shall provide a continuous setback of 6 m.

b) Buildings fronting onto all other Streets and Avenues in this district shall provide either:

- i) a canopy at least 2 m wide, 4 m or one storey above sidewalk level; OR
- ii) a continuous arcade 4 m wide, 4 m minimum height to 6 m maximum height, along the frontage of the building.

20.5 MIXED-USE AREA II - DC1 - DIRECT DEVELOPMENT CONTROL DISTRICT



20.5.1 Area of Application

The Area adjoins the Core Commercial Area and extends from 103 to 105 Streets and from 102 Avenue to 104 Avenue as per Schedule H, designated DC1 in Bylaw 6502, amending the *Land Use Bylaw*.

20.5.2 Rationale

The Area includes a concentration of warehouses and older buildings, some of which have been upgraded through renovation into office and retail uses which distinguishes this Area from the Commercial Core.

The intent is to reinforce the Area's emerging character by encouraging specialized street-related commercial uses (such as restaurants and speciality stores) and, the retention of designated historic buildings mixed in with high-density commercial and residential uses. This necessitates establishing a direct-control district to ensure the appropriate design, use and siting of buildings. The intent of the Area is expressed in the following objectives:

20.5.2.1 Enhance the existing architectural historic character of the area and, where feasible, conserve its significant, older structures.

20.5.2.2 Encourage a high-density mixture of commercial and residential development.

20.5.2.3 Promote and assist development of a significant residential component and accompanying appropriate urban-residential environment.

20.5.2.4 Expand the existing street- related, public-oriented uses, e.g., restaurants, art galleries, speciality stores.

20.5.2.5 Ensure that new developments are compatible with existing older structures.

20.5.2.6 Complement and reinforce through street and building development (a) the role of 105 Street as a major Downtown Access Route, and (b) the role of 104 Street as the Area's major pedestrian oriented Street.

20.5.3 Uses

The following uses will be considered in this Area:

a) Apartment Housing
b) Apartment Hotels
c) Boarding and Lodging Houses
d) Homecrafts
e) Offices-in-the-Home
f) Amusement Establishments, Indoors
g) Auctioneering Establishments
h) Broadcasting and Motion Picture Studios
i) Business Support Services
j) Commercial Schools
k) Convenience Retail Stores
l) Custom Manufacturing Establishments
m) Eating and Drinking Establishments, Major and Minor
n) Fleet Services, where lawfully existing on a site in this District at the effective date of this Bylaw, on the same site only
o) General Industrial Uses, where lawfully existing on a site in this District at the effective date of this Bylaw, on the same site only.
p) Greenhouses and Plant Nurseries
q) General Retail Stores
r) Hotels/Motels
s) Household Repair Services
t) Parking
u) Personal Service Shops
v) Professional, Financial and Office Support Services
w) Secondhand Stores
x) Spectator Entertainment Establishments
y) Government Services
z) Protective and Emergency Services
aa) Community Recreation Services
bb) Daytime Child Care Services
cc) Indoor Participant Recreation Services

dd) Private Clubs
ee) Private Education Services
ff) Public Education Services
gg) Public Libraries and Cultural Exhibits
hh) Public Park
ii) Religious Assembly

20.5.4 Development Criteria

The following development criteria shall apply to the uses prescribed pursuant to Section 710.4 of the *Land Use Bylaw*:

20.5.4.1 The maximum total floor area ratio shall be 12.0 except that the floor area for Spectator Entertainment Establishments, Public Libraries, Cultural Exhibits and Daytime Child Care Centres shall be exempt from floor area ratio calculations.

20.5.4.2 The maximum floor area ratio for Residential Use Classes and Hotels shall be 12.0.

20.5.4.3 The maximum total floor area ratio for all other Use Classes shall be 8.0.

20.5.4.4 The maximum total residential density shall be determined on the basis of the floor area ratio and other regulations of this district.

20.5.4.5 At least half of the lowest storey gross floor area shall be developed for General Retail Stores, Major and Minor Eating and Drinking Establishments and Spectator Entertainment Establishments oriented to and easily accessible from the street.

20.5.4.6

a) Not more than 50% of at-grade street frontage on all parts of the streets and avenues designated as such on Schedule C - Retail Continuity in the Downtown Plan, shall be developed for entrance lobbies, offices of professional, financial, office support and health services.

b) Not more than 35% of at-grade street frontage on the remainder of the streets and avenues in Mixed Use Area II as designated on Schedule C Retail Continuity in the Downtown Plan, shall be developed for entrance lobbies, offices of professional, financial, office support and health services.

20.5.4.7 Notwithstanding the above restriction on non-retail use frontage when:

a) the use frontage does not comply with the performance standard; and

b) the applicant can clearly demonstrate the need for variance because of a physical constraint to development; and

c) the variance does not, in the opinion of the Development Officer prejudice the objectives of retail continuity for the street on which the development is proposed;

the Development Officer may vary the maximum street frontage for non-retail permitted as outlined in Sections 11.5 and 11.6 of the *Land Use Bylaw*.

20.5.4.8 There shall be no surface parking lots on the above mentioned 104 and 105 Streets, 102 and 103 Avenues as per Schedule C - Retail Continuity when the applicable site is being redeveloped.

20.5.4.9 At least half of the at-grade street frontage shall not be setback from the property line, except that a setback may be established to provide outdoor plazas or sidewalk cafe areas on all streets and avenues except 104 and 105 Streets.

20.5.4.10 A minimum of 50% of the lowest storey wall shall be clear glass, exposing the building interior. This may be varied by the Development Officer in accordance with Sections 11.5 and 11.6 of the *Land Use Bylaw*.

20.5.4.11 The architectural design of the first three storeys or 14 m (45.9 ft.), whichever is greater, of new developments shall reflect and be compatible with the design, scale, finishing materials and other detail of the abutting buildings and the Listed Heritage Buildings in Mixed-Use Area II.

20.5.4.12 In the case where a podium is developed, the podium height of any new construction shall be within one storey (above or below) that of the abutting buildings.

20.5.4.13 All tower construction above a podium shall be designed to complement the podium level utilizing the construction materials and architectural features of the podium level.

20.5.4.14 Where sidewalk widening is to occur on the building site, the sidewalk must be constructed of appropriate paving materials (brick or lockstone in sand) which can be disassembled and reassembled to meet the streetscape plan requirements at a later date.

20.5.4.15 Canopies or awnings shall be provided along the sidewalk frontage of 104 Street, and shall be encouraged on all other streets and avenues.

20.5.4.16 Access to parking and loading areas shall be, wherever possible, via the lane but, where not feasible, established with minimum disruption to the pedestrian use of the street.

20.5.4.17 Buildings fronting onto 103 Avenue and 102 Avenue shall provide a continuous setback of 1.5 m.

20.5.4.18 Buildings fronting on 104 Street and 105 Street shall provide either:

i) a canopy at least 2 m wide, 4 m or one storey above sidewalk level; OR
ii) a continuous arcade 4 m wide, 4 m minimum height to 6 m maximum height, along the frontage of the building.

20.5.4.19 The maximum height shall not exceed that established by the Municipal Airport Protection Overlay, Section 810A of the *Land Use Bylaw*.

20.5.4.20 There shall be no minimum yard requirements.

20.5.4.21 Separation Space shall be provided in accordance with Section 58 of the *Land Use Bylaw*.

20.5.4.22 Required off-street vehicular accessory parking shall be provided in accordance with Section 66 of the *Land Use Bylaw*.

20.5.4.23 The requirements for Micro-Climate are stated in Sections 16.2, 16.3 and 71 of the *Land Use Bylaw*.

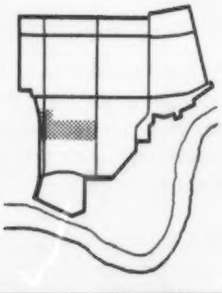
20.5.4.24 The floor area for Amenity Areas as defined in the *Land Use Bylaw* shall be exempt from floor area calculations in accordance with:

a) A minimum Amenity Area of 4% of the non-residential gross floor area shall be provided and a maximum of 10% of the gross floor area shall be exempted from floor area calculations;

b) A minimum Amenity Area of $7.5m^2$ (80.7 square feet) per dwelling of the residential gross floor area shall be provided and a maximum of 20% of the gross floor area shall be exempted from floor area ratio calculations.

c) Recreation Facilities that require a user charge and are provided in excess of the minimum Amenity Area standard, as defined in a and b, shall be exempt from floor area ratio calculations.

20.6 MIXED-USE AREA III - CMX* (area 5) COMMERCIAL MIXED-USE DISTRICT



20.6.1 Area of Application

This Area is located generally between 109 Street and McDougall Hill, from 99 Avenue to 100 Avenue, as per Schedule H designated CMX* (area 5) in Bylaw 6502, amending the *Land Use Bylaw*.

20.6.2 Rationale

The area provides the opportunity for the construction of developments involving a mixture of commercial with residential, basic services, and community, educational, recreational and cultural uses.

Because of its proximity to the Provincial Government Centre, this Area, with the exception of the 109 Street retail strip, has been primarily developed for office use. Most of the office buildings are occupied by the Provincial Government. The singular development of office space however, has restricted the activity of this area to that of office hours only.

The Provincial Government will inevitably expand and require more office space. Therefore, it is the intent to allow for the growth of office space within the are. It is also the intent to encourage the development of housing and retail uses, therefore improving its vitality. This is expressed through the following objectives.

20.6.2.1 To provide for a proportion of office expansion.

20.6.2.2 To promote the development of a significant residential component in the Area.

20.6.2.3 To provide continuous retail activity along sidewalks to improve the quality of the streets and to serve the local area and the Provincial Government Centre.

20.6.2.4 To regulate the form of developments at street frontages so as to give definition to the streets.

20.6.2.5 To give special prominence to 108 Street as the formal access to the Provincial Legislature.

20.6.2.6 To give special prominence to 109 Street as a major access route.

20.6.3 Specific Regulations Affecting Consideration of Discretionary Uses

The Development Officer shall have regard to the following guidelines when reviewing development applications for Discretionary Uses:

20.6.3.1 Parking and loading shall, wherever possible be from the rear lane. When this is not feasible, parking and servicing access areas should be consolidated and located away from sidewalk areas most heavily used by pedestrians.

20.6.3.2 In considering a development application which conforms to the definition of renovation included in Section 1 and which meets the intent of Section 16.2.2.4 of this Bylaw, the Development Officer may grant variances under the provisions of Sections 11.5 and 11.6 of the *Land Use Bylaw* such that the Development is required to maintain only the:

a) Amenity Area;
b) Outdoor Amenity Area;
c) Off-street Vehicular Parking;

existing at the date of the application. The Development Officer may also grant variances to Off-street Vehicular Loading and Unloading requirements.

20.6.4 Discretionary Uses Not Deleted by Statutory Plan Overlay

The following Discretionary Uses, from those Uses listed in Section 370.4 of the *Land Use Bylaw*, have not been deleted by means of a Statutory Plan Overlay:

20.6.4.1 Residential

a) Apartment Housing
b) Duplex Housing
c) Linked Housing
d) Row Housing
e) Semi-detached Housing
f) Single detached Housing
g) Stacked Row Housing

20.6.4.2 Residential Related

a) Apartment Hotels
b) Boarding and Lodging Houses
c) Foster Homes
d) Fraternity and Sorority Housing
e) Group Homes
f) Homecrafts
g) Offices-in-the-Home

20.6.4.3 Commercial

a) Auctioneering Establishments
b) Automotive and Minor Recreation Vehicle Sales/Rentals, where lawfully existing on a site in this District at the effective date of this Bylaw, on the same site only
c) Broadcasting and Motion Picture Studios
d) Business Support Services
e) Commercial Schools
f) Convenience Retail Stores
g) Cremation and Interment Services
h) Custom Manufacturing Establishments
i) Equipment Rentals
j) Fleet Services
k) Funeral Services
l) Gas Bars, where lawfully existing on a site in this District at the effective date of this Bylaw, on the same site only
m) General Retail Stores
n) Health Services
o) Hotels
p) Household Repair Services
q) Indoor Amusement Establishments
r) Limited Contractor Services
s) Major and Minor Eating and Drinking Establishments
t) Major and Minor Service Stations, where lawfully existing on a site in this District at the effective date of this Bylaw on the same site only
u) Minor Veterinary Services
v) Mobile Food Catering Services
w) Non-Accessory Parking
x) Personal Service Shops
y) Professional, Financial, and Office Support Services
z) Recycling Deports
aa) Secondhand Stores
bb) Spectator Entertainment Establishments

20.6.4.4 Basic Services

a) Extended Medical Treatment Services
b) Government Services
c) Minor Impact Utility Services
d) Protective and Emergency Services

20.6.4.5 Community, Educational, Recreational, and Cultural Services

a) Community Recreation Services
b) Daytime Child Care Services
c) Indoor Participant Recreation Services
d) Private Clubs
e) Private Education Services
f) Public Education Services
g) Public Libraries and Cultural Exhibits
h) Public Park
i) Religious Assembly

20.6.5 Regulations Specified by Statutory Plan Overlay

Regulations of the *Land Use Bylaw* pertaining to this District apply except that the following regulations shall be specified by means of the Statutory Plan Overlay for the Downtown area:

20.6.5.1 The maximum total floor area ratio shall be 10.0, except that the floor area for Spectator Entertainment Establishments, Public Libraries, Cultural Exhibits and Daytime Child Care Centres shall be exempt from floor area ratio calculations.

20.6.5.2 The maximum floor area ratio for all other Use Classes and Hotels shall be 10.0.

20.6.5.3 The maximum floor area ratio for all other Use Classes shall be 4.0, except where residential Use Classes are developed on the same site, the maximum floor area ratio for all other Use Classes may be increased on the basis of 1 m^2 of non- Residential Use Class, from 4.0 to a total maximum floor area ratio of 10.0.

20.6.5.4 The maximum total residential density shall be determined on the basis of the floor area ratio and other regulations of this district.

20.6.5.5 The maximum height shall not exceed that established by the Municipal Airport Protection Overlay, Section 810A of the *Land Use Bylaw*.

20.6.5.6 There shall be no minimum yard requirements.

20.6.5.7 Separation Space shall be provided in accordance with Section 58 of the *Land Use Bylaw*.

20.6.5.8 The floor area for Amenity Areas as defined in the *Land Use Bylaw* shall be exempt from floor area calculations in accordance with:

a) A minimum Amenity Area of 4% of the non-residential gross floor area shall be provided and a maximum of 10% of the gross floor area shall be exempted from floor area calculations;

b) A minimum Amenity Area of 7.5m ^{2} (80.7 square feet) per dwelling of the residential gross floor area shall be provided and a maximum of 20% of the gross floor area shall be exempted from floor area ratio calculations.

c) Recreation Facilities that require a user charge and are provided in excess of the minimum Amenity Area standard, as defined in a and b, shall be exempt from floor area ratio calculations.

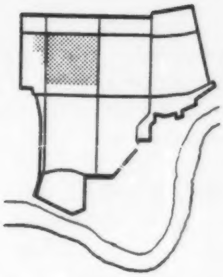
20.6.5.9

a) Buildings fronting onto 108 Street shall provide a continuous setback of 6 m.

b) Buildings fronting onto 105 Street and the west side of 109 Street shall provide either:

- i) a canopy at least 2 m wide, 4 m or one storey above sidewalk level; OR
- ii) a continuous arcade 4 m wide, 4 m minimum height to 6 m maximum height, along the frontage of the building.

20.7 MIXED-USE AREA IV - CMX* (area 6) COMMERCIAL MIXED-USE DISTRICT



20.7.1 Area of Application

This Area is located generally between 105 Street and 109 Street, from 104 Avenue south to the lane north of 101 (Jasper) Avenue, as per Schedule H, designated CMX* (area 6) in Bylaw 6502, amending the *Land Use Bylaw*.

20.7.2 Rationale

To provide a District for development involving a mixture of residential uses with commercial, basic service, community, educational, recreational and cultural facilities as secondary uses.

Within the past few years new residential and office development has been approved in this Area. However a high percentage of the land is presently vacant and mainly used for light industrial uses and surface car parking. A high percentage of the land is also underutilized in relation to its previous zoned capacity and by the Area's proximity to the Core Commercial Area. It is the intent of this Area to allow high density residential and medium density commercial development adjacent to the Light Rail Transit Stations on Jasper Avenue and provide major redevelopment to residential uses high density in nature, and permit office, retail and service uses as secondary uses further north from Jasper Avenue. This is expressed in the following objectives:

20.7.2.1 To redevelop the Area as a residential commercial mixed use area, emphasizing the residential character.

20.7.2.2 To permit higher density office and retail components in close proximity to Light Rail Stations on Jasper Avenue than further north within the Character Area.

20.7.2.3 To permit limited office and retail components to provide for some secondary office space expansion, local retail service and economic support for housing.

20.7.2.4 To provide public space improvements necessary for the development of a satisfactory local residential environment.

20.7.2.5 To encourage retail activity along sidewalks both for the quality of the street and to serve the local area.

20.7.2.6 To ensure adequate light and sun penetration to the streets.

20.7.2.7 To ensure appropriate standards of light, view and privacy to apartments.

20.7.3 Specific Provisions Affecting Consideration of Discretionary Uses

The Development Officer shall have regard to the following guidelines when reviewing development application for Discretionary Uses:

20.7.3.1 Parking and loading access shall, wherever possible, be from the rear lane. When this is not feasible, parking and service access areas shall be consolidated and located away from sidewalk areas most heavily used by pedestrians.

20.7.3.2 Building entrances and lobbies should access to Streets, not Avenues.

20.7.3.3 In considering a development application which conforms to the definition of renovation included in Section 1 and which meets the intent of Section 16.2.2.4 of this Bylaw, the Development Officer may grant variances under the provisions of Sections 11.5 and 11.6 of the *Land Use Bylaw* such that the Development is required to maintain only the:

a) Amenity Area;
b) Outdoor Amenity Area;
c) Off-street Vehicular Parking;

existing at the date of the application. The Development Officer may also grant variances to Off-street Vehicular Loading and Unloading requirements.

20.7.4 Discretionary Uses Not Deleted by Statutory Plan Overlay

The following Discretionary Uses, from those uses listed in Section 370.4 of the *Land Use Bylaw*, have not been deleted by means of a Statutory Plan Overlay:

20.7.4.1 Residential

a) Apartment Housing
b) Duplex Housing
c) Linked Housing
d) Row Housing
e) Semi-detached Housing
f) Single detached Housing
g) Stacked Row Housing

20.7.4.2 Residential Related

a) Apartment Hotels
b) Boarding and Lodging Houses
c) Foster Homes
d) Fraternity and Sorority Housing
e) Group Homes
f) Homecrafts
g) Offices-in-the-Home

20.7.4.3 Commercial

a) Auctioneering Establishments
b) Automotive and Equipment Repair Shops, where lawfully existing on a site in this District at the effective date of this Bylaw, on the same site only
c) Automotive and Minor Recreation Vehicle Sales/Rentals, where lawfully existing on a site in this District at the effective date of this Bylaw, on the same site only
d) Broadcasting and Motion Picture Studios
e) Business Support Services
f) Commercial Schools
g) Convenience Retail Stores
h) Cremation and Interment Services
i) Custom Manufacturing Establishments
j) Equipment Rentals
k) Fleet Services, where lawfully existing on a site in this District at the effective date of this Bylaw, on the same site only
l) Funeral Services
m) General Retail Stores
n) Health Services
o) Hotels
p) Household Repair Services
q) Indoor Amusement Establishments
r) Limited Contractor Services
s) Major and Minor Eating and Drinking Establishments
t) Minor Service Stations, where lawfully existing on a site in this District at the effective date of this Bylaw, on the same site only.
u) Minor Veterinary Services
v) Mobile Food Catering Services
w) Non-Accessory Parking
x) Personal Service Shops
y) Professional, Financial, and Office Support Services
z) Recycling Deports
aa) Secondhand Stores
bb) Spectator Entertainment Establishments
cc) General Industrial Uses, where lawfully existing on a site in this District at the effective date of this Bylaw, on the same site only
dd) Warehouse Sales, where lawfully existing on a site in this District at the effective date of this Bylaw, on the same site only.

20.7.4.4 Basic Services

a) Extended Medical Treatment Services
b) Government Services
c) Minor Impact Utility Services
d) Protective and Emergency Services

20.7.4.5 Community, Educational, Recreational, and Cultural Services

a) Community Recreation Services
b) Daytime Child Care Services
c) Indoor Participant Recreation Services
d) Private Clubs
e) Private Education Services
f) Public Education Services
g) Public Libraries and Cultural Exhibits
h) Public Park
i) Religious Assembly

20.7.5 Regulations Specified by Statutory Plan Overlay

Regulations of the *Land Use Bylaw* pertaining to this District apply except that the following regulations shall be specified by means of the Statutory Plan Overlay for the Downtown Area:

20.7.5.1 The maximum total floor area ratio shall be 10.0, except that the floor area for Spectator Entertainment Establishments, Public Libraries, Cultural Exhibits and Daytime Child Care Centres shall be exempt from floor area ratio calculations.

20.7.5.2 The maximum floor area ratio for all other Use Classes and Hotels shall be 10.0.

20.7.5.3 North of 102 Avenue the maximum floor area ratio for all other Use Classes shall be 4.0 except where Residential Use Classes are developed on the same site, the maximum floor area ratio for all other Use Classes may be increased on the basis of 1m^2 of non-Residential Use Class for every 2 m^2 of every Residential Use Class, from 4.0 to a total maximum floor area of 10.0.

20.7.5.4 South of 102 Avenue, the maximum floor area ratio for all other Use Classes shall be 6.0.

20.7.5.5 The maximum total residential density shall be determined on the basis of the floor area ratio and other regulations of this district.

20.7.5.6 The maximum height shall not exceed that established by the Municipal Airport Protection Overlay, Section 810A of the *Land Use Bylaw*.

20.7.5.7 There shall be no minimum yard requirements.

20.7.5.8 Separation Space shall be provided in accordance with Section 58 of the *Land Use Bylaw*.

20.7.5.9 The floor area for Amenity Areas as defined in the *Land Use Bylaw* shall be exempt from floor area calculations in accordance with:

a) A minimum Amenity Area of 4% of the non-residential gross floor area shall be provided and a maximum of 10% of the gross floor area shall be exempted from floor area calculations;

b) A minimum Amenity Area of 7.5m^2 (80.7 square feet) per dwelling of the residential gross floor area shall be provided and a maximum of 20% of the gross floor area shall be exempted from floor area ratio calculations.

c) Recreation Facilities that require a user charge and are provided in excess of the minimum Amenity Area standard, as defined in a and b, shall be exempt from floor area ratio calculations.

20.7.5.10

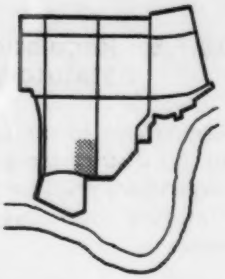
a) Buildings fronting onto 102 Avenue and 103 Avenue shall provide a continuous setback of 1.5 m.

b) Buildings fronting onto the west side of 109 Street shall provide either:

i) a canopy at least 2 m wide, 4 m or one storey above sidewalk level; OR

ii) a continuous arcade 4 m wide, 4 m minimum height to 6 m maximum height, along the frontage of the building.

20.8 MIXED-USE AREA V - RMX* RESIDENTIAL MIXED-USE DISTRICT



20.8.1 Area of Application

This Area is generally located between 97 Avenue and 99 Avenue, from 105 Street to the lane located between 106 Street and 107 Street, as per Schedule H designed RMX* is Bylaw 6502, amending the *Land Use Bylaw*.

20.8.2 Rationale

This Area was originally a single-family residential area. However, it has experienced extensive redevelopment during the past fifteen years. Mixed-Use Area V is comprised of high-density residential and special purpose office uses. The residential uses include high-rise apartment buildings, walk-up apartments, converted dwellings, duplexes, and an assortment of single-family dwellings scattered throughout the area with some office and retail uses. Because of the Area's proximity to the Provincial Government Centre, and its historic role as part of a residential neighbourhood, this Area should remain primarily residential with a small portion of commercial development.

This Area allows development of a mixture of residential uses with commercial, basic service, community, educational, recreational and cultural facilities as secondary uses. The general intentions for this Area are expressed in the following objectives:

20.8.2.1 To encourage housing at high densities in close proximity to the Provincial Government Centre.

20.8.2.2 To permit a limited component of commercial that provides for secondary office expansion, local retail, service, and economic support for housing.

20.8.2.3 To preserve and enhance the existing landscaped residential character of the Area.

20.8.2.4 To give special prominence to 105 Street as a major access route to Downtown.

20.8.3 Special Provisions Affecting Consideration of Discretionary Uses

The Development Officer shall have regard to the following guidelines when reviewing development applications for Discretionary Uses:

20.8.3.1 Parking and loading access shall, wherever possible, be from the rear lane. Where this is not feasible, parking and service access areas shall be consolidated and located away from sidewalk areas most heavily used by pedestrians.

20.8.3.2 In considering a development application which conforms to the definition of renovation included in Section 1 and which meets the intent of Section 16.2.2.4 of this Bylaw, the Development Officer may grant variances under the provisions of Sections 11.5 and 11.6 of the *Land Use Bylaw* such that the Development is required to maintain only the:

a) Amenity Area;
b) Outdoor Amenity Area;
c) Off-street Vehicular Parking;

existing at the date of the application. The Development Officer may also grant variances to Off-street Vehicular Loading and Unloading requirements.

20.8.4 Discretionary Uses Not Deleted by Statutory Plan Overlay

The following Discretionary Uses, from those Uses listed in Section 370.4 of the *Land Use Bylaw*, have not been deleted by means of a Statutory Plan Overlay:

20.8.4.1 Residential

a) Apartment Housing
b) Duplex Housing
c) Linked Housing
d) Row Housing
e) Semi-detached Housing
f) Single detached Housing
g) Stacked Row Housing

20.8.4.2 Residential Related

a) Apartment Hotels
b) Boarding and Lodging Houses
c) Foster Homes
d) Fraternity and Sorority Housing
e) Group Homes
f) Homecrafts
g) Offices-in-the-Home

20.8.4.3 Commercial

a) Commercial Schools
b) Convenience Retail Stores
c) General Retail Stores
d) Health Services
e) Hotels
f) Household Repair Services
g) Major Eating and Drinking Establishments
h) Minor Eating and Drinking Establishments
i) Minor Veterinary Services
j) Motels
k) Personal Service Shops
l) Professional, Financial, and Office Support Services
m) Secondhand Stores

20.8.4.4 Basic Services

a) Extended Medical Treatment Services
b) Government Services
c) Minor Impact Services

20.2.4.5 Community, Educational, Recreational, and Cultural Services

a) Community Recreation Services
b) Daytime Child Care Services
c) Indoor Participant Recreation Services
d) Private Clubs
e) Private Education Services
f) Public Education Services
g) Public Libraries and Cultural Exhibits
h) Religious Assembly
i) Spectator Entertainment Establishments

20.8.5 Regulations Specified by Statutory Plan Overlay

Regulations of the *Land Use Bylaw* pertaining to this District apply except that the following regulations shall be specified by means of the Statutory Plan Overlay for the Downtown Area:

20.8.5.1 The maximum total floor area ratio shall be 5.5, except that the floor area for Spectator Entertainment Establishments, Public Libraries, Cultural Exhibits and Daytime Child Care Centres shall be exempt from floor area ratio calculations.

20.8.5.2 The maximum floor area ratio for all other Use Classes and Hotels shall be 5.5.

20.8.5.3 The maximum floor area ratio for all other Use Classes shall be 1.5.

20.8.5.4 The maximum total residential density shall be determined on the basis of the floor area ratio and other regulations of this district.

20.8.5.5 The maximum height shall not exceed that established by the Municipal Airport Protection Overlay, Section 810A of the *Land Use Bylaw*.

20.8.5.6 There shall be a 6 m front yard requirement except on 105 Street; otherwise there shall be no other minimum yard requirements.

20.8.5.7 Separation Space shall be provided in accordance with Section 58 of the *Land Use Bylaw*.

20.8.5.8 The floor area for Amenity Areas as defined in the *Land Use Bylaw* shall be exempt from floor area calculations in accordance with:

a) A minimum Amenity Area of 4% of the non-residential gross floor area shall be provided and a maximum of 10% of the gross floor area shall be exempted from floor area calculations;

b) A minimum Amenity Area of 7.5m ^{2} (80.7 square feet) per dwelling of the residential gross floor area shall be provided and a maximum of 20% of the gross floor area shall be exempted from floor area ratio calculations.

c) Recreation Facilities that require a user charge and are provided in excess of the minimum Amenity Area standard, as defined in a and b, shall be exempt from floor area ratio calculations.

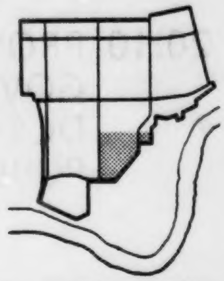
20.8.5.9

a) Buildings fronting onto 105 Street shall provide either:

- i) a canopy at least 2 m wide, 4 m or one storey above sidewalk level; OR
- ii) a continuous arcade 4 m wide, 4 m minimum height to 6 m maximum height, along the frontage of the building.

b) Buildings fronting onto all other Streets and Avenues in this district shall provide a continuous setback of 6 m.

20.9 MCKAY AVENUE AREA - RA9* HIGH-RISE APARTMENT DISTRICT



20.9.1 Area of Application

This Area is generally located between 97 Avenue and 100 Avenue, east of 105 Street, as per Schedule H designed RA9* is Bylaw 6502, amending the *Land Use Bylaw*.

20.9.2 Rationale

The McKay Avenue Area has maintained its residential use and character even though its housing form has changed substantially during the last 10 to 15 years from single- family to high-rise apartments. It has traditionally been Downtown's primary residential area and accommodates the majority of Downtown's housing stock.

The Area is distinguished from the remainder of Downtown by its streets lined with mature trees. It is the intent to firmly maintain the McKay Avenue Area as a primary Downtown residential area and to further enhance the character of the Area by creating a comfortable residential environment. Therefore the Area shall allow high-density housing with minor commercial uses. This is expressed through the following objectives:

20.9.2.1 To reinforce the Area's present role as a primary residential Area.

20.9.2.2 To encourage the development of housing at high densities.

20.9.2.3 To permit minor components of retail and professional office uses, primarily to serve the local residents.

20.9.2.4 To ensure that the Area's important residential role in Downtown is preserved.

20.9.2.5 To give special prominence to 105 Street, in the Area, as a major access route to Downtown.

20.9.3 Regulations Specified by Statutory Plan Overlay

Regulations of the *Land Use Bylaw* pertaining to this District apply, except that the following regulations shall be substituted by means of the Statutory Plan Overlay for the Downtown Area:

20.9.3.1 The maximum total residential density shall be 500 dwellings/ha (202 dwellings/acre).

20.9.3.2 The minimum front yard for sites abutting 105 Street shall be 3 m (9.95 ft). The minimum front yard for all other sites shall be 6 m (19.7 ft.).

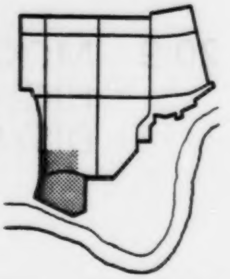
20.9.3.3

a) Buildings fronting onto 105 Street shall provide either:

- i) a canopy at least 2 m wide, 4 m or one storey above sidewalk level; OR
- ii) a continuous arcade 4 m wide, 4 m minimum height to 6 m maximum height, along the frontage of the building.

b) Buildings fronting onto all other Streets and Avenues in this district shall provide a continuous setback of 6 m.

20.10 PROVINCIAL GOVERNMENT CENTRE DC4 (area 1) SPECIAL PUBLIC SERVICES DISTRICTS



20.10.1 Area of Application

This Area is located generally between 107 and 109 Streets south of 99 Avenue as per Schedule H, designated DC4 in Bylaw 6502, amending the ***Land Use Bylaw***.

20.10.2 Rationale

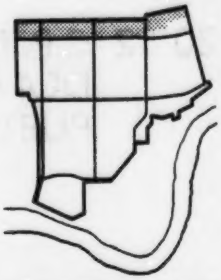
The Area centres around the Legislature Building, a historic landmark which is located at the south end of 108 Street. A formal landscaping program is being undertaken for the area north of the Legislature Building comprising of parks, boulevard treatment, and underground parking lots.

The formation of this Area enables major comprehensively planned and designed development of create a unique integrated, and high-quality urban environment and shall maintain the general intent of a Special Public Service Area as described by the *Land Use Bylaw*. For future development the following objectives shall be considered:

20.10.2.1 To reinforce and complement the landscaped quality of the Legislature Grounds.

20.10.2.2 To enhance the relationship between the uses and developments within this Area to those in adjacent Downtown Areas.

20.11 C.N. MIXED-USE AREA - DC4 (area 2) SPECIAL PUBLIC SERVICE DISTRICT



20.11.1 Area of Application

This Area is located between 104 and 105 Avenues, from 97 to 111 Streets, as per Schedule H, designated CMX* (area 6) in Bylaw 6502, amending the *Land Use Bylaw*.

20.11.2 Rationale

The formation of this Area enables major comprehensively planned and designed development to create a unique, integrated, and high-quality urban environment. All references to C.N. lands within this Bylaw pertaining to C.N. lands, specifically bikeways, LRT alignment, proposed parks and other policies of this kind, are conceptual in nature and are intended to provide guidelines for the development of C.N. lands. The land uses, services, and urban form within this Area will be compatible with surrounding development and comply with the following objectives:

20.11.2.1 To ensure that, when developed, the Area will blend with the surrounding areas through the purposeful deployment of diverse uses, densities, and forms by:

a) providing a transition between Downtown and the adjacent plan areas of Oliver, Queen Mary, Central McDougall and Boyle Street/McCauley in terms of land use and density;

b) integrating the land-use mix in a compatible form with the other Downtown Areas immediately to the south.

20.11.2.2 To create in various phases of redevelopment a satisfactory residential, street and park environment.

20.11.2.3 To ensure that the Area has a mixture of development forms and tenure.

20.11.2.4 To provide convenient, safe, pedestrian access to and within the Area.

20.11.2.5 To ensure that the Area includes a major component of residential uses.

20.11.2.6 To provide a mix of housing types for a broad range of user groups.

20.11.2.7 To provide accessible consolidated parks and open space for local as well as the general Downtown and adjacent area populations.

20.11.2.8 To ensure convenient accessibility to the public transit system, both the proposed extension of the Light Rail Transit and the bus system.

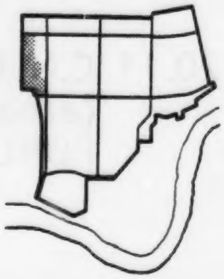
20.11.2.9 To provide a bike path through the Area as a means of access to Downtown.

20.11.2.10 To ensure a component of commercial uses mainly along the primary streets and in areas in close proximity to existing commercial concentration.

20.11.2.11 To encourage the development of local and regional retail uses at-grade along 104 Avenue.

20.11.2.12 To upgrade and improve the roadway access points into Downtown that traverse this Area: 109 Street underpass, 105 Street bridge, 101 Street and 97 Street.

20.12 C.P. MIXED-USE AREA - DC4 (area 3) SPECIAL PUBLIC SERVICE DISTRICT



20.12.1 Area of Application

This area is located generally between 101 (Jasper) and 104 Avenues west of 109 Street to 111 Street, as per Schedule H, designated DC4 in Bylaw 6502 amending the *Land Use Bylaw*.

20.12.2 Rationale

The formation of this Area enables major comprehensively planned and designed development to create a unique integrated and high-quality urban environment. The land uses, services, and urban form within this Area shall be compatible with surrounding developments and comply with the following objectives:

20.12.2.1 To ensure that when developed, the Area will blend with the surrounding areas through the purposeful deployment of diverse uses, densities, and forms by:

a) providing a transition between Downtown and the adjacent plan area of Oliver in terms of land-use and density;

b) integrating the land use mix in compatible form with Mixed-Use Area IV to the east and with the C.N. Mixed-Use Area to the north.

20.12.2.2 To ensure that the Area includes a major component housing for a broad range of user groups.

20.12.2.3 To permit a component of commercial uses, mainly along the streets and avenues.

20.12.2.4 To encourage the development of local and regional retail uses at-grade along 104 Avenue and 109 Street.

20.12.2.5 To ensure that the Area has a mixture of development forms and tenure.

20.12.2.6 To create, in the various phases of redevelopment, satisfactory residential street and park environments.

20.12.2.7 To provide accessible consolidated parks and open space for local as well as the general Downtown population.

20.12.2.8 To ensure convenient accessibility to public transit, both a possible extension of the Light Rail Transit and the bus system.

Implementation

21. CONTEXT

The Downtown Plan is based on providing quality with redevelopment and especially improving the public environment. To achieve this and to make the Plan an effective, workable document, this Implementation Section is needed.

Each subject area as outlined in the Plan Proposals Section has action plans that need to be carried out. Therefore this Section is organized in the same manner as the Plan Proposals and discusses the implementation of the appropriate subjects. Each subject is discussed under the following headings:

21.1 Required Action

The implementation of the Plan will be an ongoing process. Some components of the development strategy advocated by the Plan, like the land use and built-form regulations, will be implemented immediately upon the passage of this policy document and the accompanying amendments to the *Land Use Bylaw*. Other components, including the proposals for the development of the proposed pedestrian malls, the possible creation of an urban design panel and the promotion of assisted housing projects can only be investigated further following the Plan's approval by City Council.

21.2 Cross-Reference

Each implementation activity is based upon a policy put forth in this Plan, the *General Municipal Plan* or other City policies. The sources of the tasks are cross-referenced.

21.3 Responsible Department/ Agency

The responsibility for carrying out the implementation activities lies with a number of city departments and other outside agencies. The Planning Department will be coordinating the prescribed tasks to ensure the proper execution of the plan proposals.

21.4 Timing

A list of tentative timing schedules for the implementation activities is provided. The detailed time frames along with the scheduling of the sequence of tasks and public improvements will be determined once the Plan has been approved.

21.5 Budget

The fiscal responsibility associated with the set of implementation tasks is divided up among the departments and agencies who will be involved. The gross cost estimates pertaining to the detailed proposals will be determined as part of plan implementation, including itemized cost analysis, the setting of budget priorities and the coordination of budget items among city departments and agencies. Accurate costs can only be determined when detailed designs are prepared for each implementation action. Until that stage, due to the enormous range of variables, it is impossible to predict those costs. The only costs, therefore, that are predicted are those for the studies that can be undertaken to arrive at detailed designs.

22. PRIORITY ACTION PLANS

During the Plan preparation process, certain areas requiring further study were identified. From those areas a priority list was developed for immediate consideration. Some of these will require Council approval and are indicated as such below:

22.1 Downtown Commercial Parking Study

Within this Bylaw, the commercial parking standards are indicated as interim until a study is completed by Planning and Transportation Systems Design Departments. This study is underway now and is expected to be completed by the end of 1982. Council approval will be needed for a consultant appointment for certain aspects of the study.

22.2 Loading Standards Study

This Study will also be conducted by the Planning and Transportation Systems Design Departments to develop more appropriate loading standards in Downtown that will be incorporated into the *Land Use Bylaw*. All indications suggest this study should begin in 1982 with expertise being supplied to the Departments by planning consultants. Council approval will be required for the study and the hiring of the consultants.

22.3 Public Development Improvements

Three components of the Public Development Plan have been identified to receive priority treatment. These are:

a. Jasper Avenue/Capital Boulevard streetscape improvements. The construction of the Light Rapid Transit extension and the Convention Centre provide an opportunity to implement a comprehensive streetscape design due to the massive reconstruction that will be required.

b. The Heritage Trail. Funds in some City Departments have been designated for the construction of this facility through Downtown and provisions for it's construction have been included in one development agreement to date.

c. 102 Street Semi-Mall. Pending developments adjacent to this proposed semi-mall lend an urgency for the preparation of a comprehensive design.

Therefore it is proposed that Council approve a budget of $120,000.00 to acquire the services of consultants to prepare the designs for these three projects.

22.4 Amenities Study

The Parks and Recreation Department is in receipt of a comprehensive review of amenities, ***Improving Amenities in Downtown Edmonton***, November 1980. It is proposed that this document serve as a basis for the Parks and Recreation and Planning Departments to develop definitive amenity standards to be applied to both private and public developments in the Downtown plan area. This could be facilitated by the formation of a joint review committee with representatives of both departments in 1981.

22.5 Urban Design Panel

A suggestion that was made many times during the Communication Program was that Downtown Edmonton should have an Urban Design Panel to review development as it was proposed. Such a group might advise the Municipal Planning Commission or Council on design matters of development. This has begun to be investigated presently by the Planning Department but it is recommended that this be pursued immediately, investigating other cities' experiences and a report back to Council with applicable Terms of Reference, if appropriate, be developed by the Planning Department.

22.6 Downtown Development Authority

As a result of a number of issues raised concerning the need to monitor the progress of the Plan and for mechanisms whereby community interest groups can participate in the implementation of Downtown Plan policies it is proposed:

a. That a Downtown Development Authority be established to provide advisory services on Downtown developments, public improvement projects and the progress of the Downtown Plan.

b. That the Planning Department investigate other cities' experiences and prepare Terms of Reference for this Authority.

c. That the Planning Department submit the Terms of Reference of the Downtown Development Authority for Council approval.

(Note: The following implementation tasks are subject to budgetary approval)

23. LAND USE

23.1 Land Use Regulations

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
The Land Use Regulations are to be implemented through the amendments to the *Land Use Bylaw* accompanying the Downtown Plan to Council.	Section 3, 11, and all of Part IV - Character Area Regulations.	Planning	Immediate within Plan	Not applicable

23.2 Housing

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
a) Adjust residential parking standards	*Downtown Housing Study* Part IV - Character Area Regulations	Planning	Immediate within Plan	Not applicable
b) Provide a commercial bonus				
c) Exempt floor area of amenity space from density calculations				
d) Do not apply the redevelopment levy for residential development				
e) Initiate discussions with private and public non-profit corporations, Alberta Housing Corporation, and Department of Public Works, and CMHC to improve existing or introduce new programs for housing in Downtown	Part II - Policies and Objectives Part III - Plan Proposals	Real Estate and Housing/ Planning	1981	Within Departments' Budgets
f) Develop a pilot project for assisted housing	Part II - Policies and Objectives Part II - Plan Proposals	Real Estate and Housing City Non-profit Housing Corporation Alberta Housing Corporation Private development interest CMHC	1982	To be determined

23.3 Cultural and Entertainment Facilities

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
a) Exempt the floor area of cinemas, theatres, art galleries, and museums from the density calculations	Part IV - Character Area Regulations	Planning	Immediate within Plan	Not applicable
b) Approach federal and provincial government and private agencies to obtain financing for indoor and outdoor exhibits and performances of such things as music and theatre performances, and art exhibits and displays	Section 1 and 11	Parks and Recreation	1982	Within Department's Budget

24. TRANSPORTATION

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
a) Widening of: 104 Avenue and 97 Street	*Transportation Plan* Part I Section 4 and 12	Transportation Systems Design Engineering	As required As required	Within Departments' Budgets
b) Preparation of Road Closure Bylaw if required for: - 98 Street - part of 101A Avenue between 100 and 101 Streets - part of 100A Street between Jasper and 102 Avenues - 101A Avenue between 97 and 99 Streets	Section 17	Planning/Law Department	Upon approval of the Rice-Howard Mall design	Within Departments' Budgets
c) Design, construct, and maintain the Bike Path of the Heritage Trail as illustrated on Schedule D of the *Downtown Area Redevelopment Plan Bylaw*	Section 18	Parks and Recreation Engineering Planning	1982	Also see Public Development component of this Section
d) Negotiate by development agreement with C.N. lands to design and construct the bike path between 97 Street and 111 Street along the north side of 104 and 103A Avenues to connect with the existing bike paths		Planning Parks and Recreation C.N.	As redevelopment occurs	Planning Parks and Recreation C.N.

25. PARKING/LOADING

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
a) Prepare a *Commercial Parking Study* to define parking standards which would replace the interim parking standards outlined in the *Downtown Area Redevelopment Plan Bylaw*	Section 5 sand 13	Transportation Systems Design Planning	1982	Budgets of Departments; $50,000 for Consultant's study is estimated
b) Implement parking policies and manage parking facilities	Section 5 and 13	Parking Management Authority	1982	Not determined
c) Conduct a *Loading Standards Study* to develop more efficient loading standards in Downtown	Section 5 and 13	Transportation Systems Design Planning	1982	Budgets of Departments; possible Consultant's study may be needed

26. PEDESTRIAN CIRCULATION

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
a) Approach the Provincial Government to review and amend the building code in order to encourage retail and service outlets along and within below-grade pedways and LRT stations	Section 6 and 14	Planning Bylaw Enforcement	1982	Both Departments' Budgets
b) Review the design and working drawings for proposed private pedways	Section 6 and 14	Engineering Planning	Ongoing	Within Departments' Budgets
c) Prepare documents for tendering, and if required, execute their respective tendering procedures and supervise the construction process	Section 6 and 14	Engineering Parks and Recreation	Ongoing	Within Departments' Budgets
d) Prepare working drawings and construction of landscaping of any public open space related to pedways	Section 6 and 14	Parks and Recreation	Ongoing	Within Department's Budget
e) Continue to follow the Pedestrian Circulation System as outlined in this Bylaw for future approvals and implementation of the Pedestrian System	Section 6 and 14	All City Departments	Ongoing	Within Department's Budgets

27. PUBLIC UTILITIES AND SERVICES

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
a) By development agreement, obtain space for utilities where and as required by the Utilities Department	Section 7 and 15	Planning, Utilities Private Sector	Immediate within Plan	Not applicable
b) Investigate the immediate implementation of district heating	Section 7 and 15	Power	1981	Within Department's Budget
c) Locate a phone exchange facility in Downtown Edmonton to service Downtown employees and residents	Section 7 and 15	Telephones	1981	Within Department's Budget
d) Organize outreach programs for the elderly	Section 7 and 15	Social Services	1981	Within Department's Budget
e) Expand day care facilities and establish after school care programs in the plan area.	Section 7 and 15	Social Services	1981	Within Department's Budget
f) Continue the Downtown Medical Clinic (Central Clinic)	Section 7 and 15	Social Services	1981	Within Department's Budget
g) Prepare a detailed social plan for Downtown, analyzing the impact of commercial and residential growth and outlining the required actions	Section 7 and 15	Social Services	1982	Within Department's Budget

28. HERITAGE CONSERVATION

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
a) Permit the transfer of land use intensity (FAR) potential, plus a bonus, from the site of a Listed Heritage Building to an adjoining site or separate site within the boundaries of Downtown through a procedure involving the simultaneous redistricting of the Listed Heritage Building site to DC1 and the receiving site to DC2	Section 8 and 16	Planning	Immediate within Plan	Within the Department's Budget
b) Permit a reduction in required parking spaces for developments which include a Listed Heritage Building	Section 8 and 16	Planning	Immediate within Plan	Within Department's Budget
c) Acquire space in Listed Heritage Buildings when the City needs additional office space accommodation	Section 8 and 16	Real Estate and Housing	Ongoing	
d) Investigate additional methods of conserving Listed Heritage Buildings as outlined in the Report of the Ad Hoc Committee on Historic Preservation, such as:	Section 8 and 16	Planning, Parks and Recreation, Assessment, Department of Culture, Other Civic or Provincial Government Agencies	Ongoing	Within Departments' and Agencies' Budgets
. Request the Provincial Government to amend the Planning Act to permit a 180 day review period for development applications on sites containing Listed Heritage Buildings		Planning Alberta Culture Municipal Affairs	1982	
. Prepare a report for Commission Board and Council on the feasibility of property tax relief for Listed Heritage Buildings		Planning Assessment		Within Departments' Budget

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
. Prepare a report for Commission Board and Council on the feasibility of establishing a procedure whereby Listed Heritage Buildings could be purchased by the City and resold with protective covenants governing their retention and rehabilitation		Planning Real Estate and Housing		
. Expand the role of the proposed Design Review Panel to include review of developments adjacent to Listed Heritage Buildings as well as review of rehabilitation proposals for Listed Heritage Buildings		Planning		
. Investigate changes to the *Historical Resources Act of Alberta* which would provide for degrees of municipal designation (more than one level of designation), and for partial designations (designating only the facade of a building rather than the building in its entirety)		Planning Alberta Culture	1982	Within Departments' Budgets

29. PUBLIC DEVELOPMENT

29.1 Parks and Open Space

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
a) Acquisitions				
. Acquire 1500 to 2500 m² in Core Commercial Area	Sections 9 and 17	Parks and Recreation Private Sector		Exchange of City-owned lands or Development Agreement
. Construction . Maintenance				Department's Budget and/or Development Agreement
. Acquire 5000 m² of land in Mixed-Use Area IV	Section 9 and 17	Parks and Recreation Planning		Redevelopment Levy and Department's Budget
. Construction . Maintenance		Parks and Recreation		Department's Budget
. Acquire 1500 to 2500 m² of land at 101 (Jasper) Avenue and 108 Street	Section 9 and 17	Parks and Recreation Private Sector		Sale of Development Rights
. Construction				Private and/or Department's Budget
. Maintenance				Department's Budget
. Reserve dedication of land for two parks in C.N. Mixed-Use Area	Section 17	C.N.	As development occurs	
. Construction . Maintenance		Parks and Recreation		Department's Budget
. Reserve dedication for a park in C.P. Mixed-Use Area	Section 17	C.P.	As development occurs	
. Construction . Maintenance		Parks and Recreation		Department's Budget

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
b) Upgradings				
. Upgrade Sir Winston Churchill Square	Section 17	Planning Parks and Recreation	Dependent on Status of City Hall	Parks and Recreation Department's Budget
. Upgrade and maintain the McKay Avenue School yard	Section 3, 9, and 17	Parks and Recreation	1982	Department's Budget Alberta Culture Devonian Foundation
. Upgrade the area along the south side of Macdonald Drive between McDougall Hill and the Chateau Lacombe	Section 17	Parks and Recreation	1982	Cost-sharing between Parks and Recreation and Province
. Upgrade the Centennial Library Plaza	Section 17	Planning Parks and Recreation	As part of Rice-Howard Mall implementation	Parks and Recreation and Library Budgets
. Recommend upgrading Law Courts Plaza to Province	Section 17	Planning	1981	Not applicable
c) Divestments				
. Investigate divestment of reserve Lot 3P, Block 4, Plan 1737 NY, in order to finance the acquisition or improvement of parks and open space in more deficient areas of Downtown	Section 17	Parks and Recreation	1981	Not applicable
d) Temporary Parks				
. Use leased, City-owned, or lands made available to the City to develop temporary parks	Section 9 and 17	Parks and Recreation	1983-1985	Department's Budget
. Maintain on-street mini-park system with annual revision of the locations	Section 17	Planning Parks and Recreation	Ongoing	Department's Budget

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
e) Classifications				
. Investigate the possibility of creating a special open space classification for non-neighbourhood oriented parks and open spaces in Downtown to ensure the maintenance and funding of Downtown open spaces	Section 17	Parks and Recreation	1981	Not applicable
f) Names				
. Direct the Names Committee to name or rename: . the area along the south side of Macdonald Drive . Post Office Clock Tower Plaza . Cenotaph Park . any new parks and open spaces	Section 17	Parks and Recreation	1981	Not applicable
g) Micro-climate Testing				
. Micro-climate testing be part of parks and open space design process	Section 17	Parks and Recreation	Ongoing	Parks and Recreation
h) Pedestrian Malls and Semi-Malls				
. Engage a consultant to prepare a design	Section 17	Planning	1981	Planning
. Construction		Parks and Recreation Engineering	1982-1983	Development Agreement, Local Improvement Tax, Local Benefit Tax, Parks and Recreation Department's Budget
. Maintenance		Parks and Recreation Engineering	Ongoing	Department's Budget

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
South-east Civic Centre				
. Engage consultants to prepare a design and construct mall Section 17		Real Estate and Supply Services	1982	Department's Budget
. Maintenance		Engineering Parks and Recreation	Ongoing	Department's Budget
102 Street Semi-Mall				
. Engage a consultant to prepare a design	Section 17	Planning	1981	Department's Budget
. Construction	Section 17	Parks and Recreation Engineering		Development Agreement, Local Improvement Tax, Local Benefit Tax, and/or Department's Budget
. Maintenance	Section 17	Parks and Recreation Engineering	Ongoing	
i) Through-block Connections				
South extension of Rice-Howard Mall between 101 (Jasper) Avenue and Macdonald Drive	Section 17	In conjunction with Rice-Howard Mall	As redevelopment occurs	Development Agreement and/or *Municipal Government Act*
A connection between Rice-Howard Mall and 102 Street Semi-Mall				
. Design	Section 17	Parks and Recreation	As redevelopment occurs	Development, *Municipal Government Act*, and/or exchange of City-owned land
. Maintenance		Parks and Recreation Engineering		Department's Budget

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
j) The Heritage Trail				
. Engage a consultant to prepare design for the pedestrian and bike path	Section 17	Planning	1982	Department's Budget
. Construction	Section 17	Parks and Recreation Engineering		Department's Budget Alberta Culture
. Easements	Section 17	Real Estate and Housing		Department's Budget
. Maintenance	Section 17	Parks and Recreation Engineering		Department's Budget
k) Access into the River Valley				
. Construct and maintain a pedestrian bridge over the River Valley Road south of the Legislature	Section 17	Engineering Provincial Government	1983	To be determined
. Upgrade and maintain stairways and access points to the river valley at: . 104 Street and 99 Avenue . east of Chateau Lacombe . south of Macdonald Hotel	Section 17	Engineering Parks and Recreation		Department's Budget
. Construct and maintain a bridge over Grierson Hill Road south from the Convention Centre	Section 17	Real Estate and Housing	With construction of Convention Centre	Not applicable
l) Recreation Facilities				
. Develop recreational amenity standards for downtown developments	Section 17	Parks and Recreation Planning	1981	Not applicable

29.2 Streets

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
a) Conservation				
. Ensure that the City receive an equal area of Downtown land at street level for public use in exchange for public streets and lanes	Section 17	Planning	Ongoing	Not applicable
b) Access to Downtown				
. Upgrade access points at C.N. property . 109 Street . 105 Street . 101 Street . 97 Street	Section 17	Planning Engineering Parks and Recreation C.N. Transportation	As redevelopment occurs	C.N. Planning Engineering Parks and Recreation Transportation
. Upgrade and maintain the underpass at 101 (Jasper) Avenue and 109 Street	Section 17	Planning Engineering C.P. Transportation	Immediate	Planning Engineering C.P. Transportation
. Upgrade access points at C.P. property . 102 Avenue . 103 Avenue		Planning Engineering Parks and Recreation C.P. Transportation	As redevelopment occurs	C.P. Planning Engineering Parks and Recreation Transportation
c) Sidewalk Construction and Upgrading				
. Construct sidewalks . between 104 and 109 Streets on 103 Avenue	Section 17	Engineering	When feasible	Department's Budget
. Bellamy Hill between 103 and 104 Street (north side)			1982	
. 102 Avenue between 104 and 105 Streets (north side)			1982	
. Upgrade existing sidewalks and curbs	Section 17	Engineering	Ongoing	Department's Budget

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
d) Sidewalk Widenings				
. 101 (Jasper) Avenue between 97 Street and C.P. tracks (both sides)	Section 17	Engineering Planning C.N. or C.P.	1983	Planning C.N. or C.P. Engineering
. between 101 (Jasper) and 105 Avenues on 97 Street (west side)				
. 103A Avenue between 97 and 101 Streets (both sides)				
. between 101 (Jasper) and 104 Avenues on 104 Street (both sides)				
. 104 Avenue between 101 and 111 Streets (south side)				
. 104 Avenue between 101 and 111 Streets (north side)			As redevelopment occurs	City C.N. C.P.
. 105 Avenue between 97 and 111 Streets (south side)			As redevelopment occurs	City C.N. C.P.
. Between the lane north of 101 (Jasper) Avenue and 104 Avenue on 111 Street (east side)			As redevelopment occurs	City C.N. C.P.
e) Sidewalks During Construction				
. Amend the *Land Use Bylaw* to ensure that all temporary walkways adjacent to construction projects or arcaded walkways along the hoardings must have an unobstructed width equal or greater than the previously existing sidewalk's unobstructed width and that pavings must be smooth and properly drained	Section 17	Planning	Immediately	Not applicable

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
f) Continuous Weather Protection At-Grade				
. Ensure continuous at-grade weather protection through the building envelopes on: . 101 (Jasper) Avenue between 97 and C.P. tracks . 101 Street between 101 (Jasper) and 104 Avenues . 102 Street south of 103 Avenue . 104 Street north of 101 (Jasper) Avenue . 100A Street and 101A Avenue (the Rice-Howard Mall)	Section 17	Planning	As developments occur	Not applicable
g) Special Landscape Treatment				
Provide special landscaping along: . 97 Street between 101 (Jasper) and 105 Avenues (west side), . 100A Street and 101A Avenue (the Rice-Howard Mall), . 102 Street between Macdonald Drive (100 Avenue on the west side) and 103 Avenue (the 102 Street Semi-Mall), . 104 Street between 101 (Jasper) and 104 Avenues, . 105 Street between 97 and 104 Avenues, . 108 Street between 99 and 101 (Jasper) Avenues, . 109 Street between 97 and 104 Avenues (boulevard), . 100 Avenue between 102 Street and the C.P. tracks, . 101 (Jasper) Avenue between 97 and the C.P. tracks, . 104 Avenue between 101 and 111 Streets (boulevard),	Section 17	All concerned City Departments	1982-1985	Departments' Budget

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
. 103A Avenue between 97 and 101 Streets, . 105 Avenue between 97 and 111 Streets (south side), . 111 Street between 101 (Jasper) and 104 Avenues, . 97 Avenue between the C.P. tracks and Bellamy Hill Road, and . Bellamy Hill Road including 101 Street south of 101 (Jasper) Avenue.				
Maintain landscaped boulevards between sidewalks and roadways by: . reinforcing their landscaped quality through infill and replacement planting, . not paving them . not removing them to provide on-street parking	Section 17	Planning Parks and Recreation	Ongoing	Departments' Budget
h) Promote Street Vendors				
Promote street vendors by amending City licensing regulations	Section 17	Planning Law	1981	Not applicable
i) Street Furniture				
Develop definitive street furniture guidelines	Section 17	Planning	1981	Not applicable
j) Transit Zones				
Develop standards for transit zones	Section 17	Planning Transportation Systems Design Transit	1981	Not applicable
k) Signage				
Review signage standards on the *Sign Bylaw*	Section 17	Planning	1982	Not applicable
l) Maintenance				
Enforce and maintain standards of cleanliness and snow and ice removal	Section 17	Bylaw Enforcement Engineering	Ongoing	Not applicable

30. BUILT FORM

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
Urban Design and Review Panel				
Investigate and establish an Urban Design Review Panel to ensure excellence in design in all Downtown developments	Section 18	Planning	1981	Not applicable

31. MONITOR PLAN

REQUIRED ACTION	CROSS-REFERENCE	RESPONSIBLE DEPARTMENT/ AGENCY	TIMING	BUDGET
Downtown Development Authority				
Investigate and establish a Downtown Development Authority to monitor the progress of the Downtown Plan	Section 22.6	Planning	1981	Department's Budget